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The China Mail

ESTABLISHED 1845

大英八月廿九號 祀拜四日
中華民國己巳年七月廿五日

No. 27,270

HONG KONG, THURSDAY, AUGUST 29, 1929. PRICE \$3.00 Per Month.

P.W. Burnett
Managing Director

ARAB ATTACKS

REPULSED BY FRONTIER FORCE

NAVAL ACTIVITY

"Barham" Detachment Quells Disorder

AIRCRAFT IN ACTION

A communiqué issued by the Colonial Office last night says that the situation in Jerusalem, Jaffa, and Haifa is quiet.

A naval detachment repressed the disorder in Haifa.

Reconnoitring aircraft fired on the Arabs in the neighbourhoods of Haifa and Ramleh and on the hills around Jerusalem.

A detachment of the Trans-Jordan Frontier Force repulsed attacks on Beit Alpha, westward of Beisan.

The situation in Trans-Jordan is normal.

OFFER FROM JEWISH LEGION

London, Yesterday.

The Colonial Office states that there is little change in the situation in Palestine. Jerusalem, Jaffa, and Haifa are reported quiet, the disorder in the neighbourhood of the last-named place being satisfactorily quelled by a naval detachment from the warship "Barham."

Aircraft have been employed reconnoitring over the disturbed areas, and fire from the air has been opened on parties of Arabs in the neighbourhood of Haifa and Ramleh and on the hills around Jerusalem.

A strong Arab concentration was reported south-east of Gaza, but the aircraft have been unable to locate any parties of Arabs in the neighbourhood and no attack has so far materialised.

Last night continuous attacks on Beit Alpha, four miles west of Beisan, were successfully repulsed by a detachment of the Trans-Jordan Frontier Force.

Telephone lines from Jerusalem to Nazareth, Haifa, and Tiberias are reported cut.

The situation in Trans-Jordan is reported normal.

No reinforcements other than those mentioned in yesterday's statement have been despatched to Palestine.—British Wireless Service.

10,000 Men Ready

Washington, Yesterday. General Dawes (U.S. Ambassador in London) has cabled the assurance of the British Foreign Office that adequate measures are being taken to guarantee the safety of Americans in Palestine.

The headquarters of the American Palestine Jewish Legion have offered Sir Esme Howard (British Ambassador) the services of 10,000 fighting men to restore peace in Palestine, urging that the first battalion of these be shipped immediately.—Reuter's American Service.

Arabs' Case

London, Yesterday. The Arab case is expressed in cables received by the Prime Minister to-day. For example, a message from the President of the Arab Executive in Jerusalem states that the naval and military forces may keep order, but permanent order and peace are impossible until the Arabs' national demands for the establishment of a democratic administration and the abolition of the Balfour Declaration are positively considered.

[The Balfour Declaration of November 2, 1917, states that "His Majesty's Government view with favour the establishment in Palestine of a national home for the Jewish people, and will use their best endeavours to facilitate the achievement of that object, it being clearly understood that nothing shall be done which may prejudice the civil and religious rights of existing non-Jewish communities in Palestine, or the rights and political status enjoyed by Jews in any other country."]

Tanks on Scene

London, Yesterday. The Jewish Telegraph Agency published a report from Beirut that troops and tanks are guarding the Jewish quarter in Damascus.

The Arabs are most excited.

Some Policemen and two Arabs were wounded in the course of the Arab demonstrations on Tuesday.—Reuter.

All Quiet!

Cairo, Yesterday. A telephone message from Jerusalem reports that all was

U.S.A. TURNS DOWN EXTRALITY

CHINA NOT READY

NO SYSTEM OF INDEPENDENT COURTS

OBLIGATIONS TO NATIONALS

Shanghai, To-day. The "Tsingtao Times" of August 24 publishes what is purported to be the official text of the American extraterritorial reply, dated Peking, August 10, to China's Note of April 27.

The reply, after reciting the origin and development of extraterritoriality, refers to the Inter-Allied Extraterritorial Commission held in Peking in August 1926, in which 13 nations, including China, signed recommendations which, in the view of the Extraterritorial Commission, are necessary before the abolition of extraterritoriality in China is possible, including, inter alia, the placing of China's judicial system upon a more Western-like basis before the abolition of extraterritoriality is possible.

Friendship Stressed

The "Tsingtao Times" states that the U.S. reply goes on to say:

Because of its friendship with the Chinese people and its desire to relinquish extraterritoriality as soon as possible, the U.S. Government has followed attentively this subject (referring to judicial reforms), including particularly the progress made by China in carrying out the recommendations of the 1926 Commission.

The United States Government appreciates China's efforts to assimilate Western judicial principles, but is lacking in sincerity and candour, as well as disregardful of its obligations to its own nationals.

China, if it did not frankly state this, would be compelled to admit that it has not been frank in its treatment of its own nationals.

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**Phone C. 22
FOR
CLASSIFIED
ADVERTISING**

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

All replies under this heading must be called for.

WANTED

WANTED—A nurse or reliable woman to come to Peninsula Hotel every day about 9 a.m. until 11 p.m. Would consider a highly reliable maid also. Apply c/o Canadian Pacific Railway Co.

draughtsman wanted—A first class Portuguese draughtsman capable of designing and detailing entirely single storey buildings to be constructed of reinforced concrete, wood or steel frame with corrugated iron sheeting. Must be willing to work for considerable periods at ports other than Hong Kong. Apply in the first instance by letter addressed "Secretary, Post Office Box No. 22, Hong Kong."

TO LET

TO LET—Furnished one room; use of bathroom and kitchen. Apply: Mrs. Chan, 587, Nathan Road, Kowloon.

TO LET—Golown and land to let at North Point. Total area 11,278 sq. ft., 3-storey office, access by wharf or motor road. Apply Vacuum Oil Company, King's Building.

TO LET OR FOR SALE.

TO LET OR FOR SALE—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

FOR SALE

FOR SALE—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

SITUATION WANTED

EURASIAN GIRL with experience wants position as NURSEMAID. Will live in. Apply Box No. 607, c/o "China Mail."

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed—"China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).

MISS GERTRUDE TURNER
(National Frodel Higher
Certificate).



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Price Moderate.

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26A, Des Voeux Road C.,
Hong Kong.

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ACCESSORIES.**

GUNS:—Greener, Webley & Scott, B.S.A., J. W. Needham & Hawk Freres—Air Rifles—Revolvers. S. & W.—Rifle Accessories. Aperture Sights—Sporting requisites. Cartridges to suit all bore.

**THE HONG KONG SPORTING
ARMS & AMMUNITION
STORE**
5-6, Beaconsfield Arcade.

NOTICES.

**HONG KONG FOOTBALL
ASSOCIATION**

CLUBS are reminded that Entries for the LEAGUE COMPETITIONS close on the 31st. No entries will be accepted after that date.

W. E. HOLLANDS,
Hon. Secretary.
Hong Kong, 28th August, 1929.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 2nd day of September, 1929, at 3 p.m. at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Pokfulam, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

TO LET

TO LET—Furnished one room; use of bathroom and kitchen. Apply: Mrs. Chan, 587, Nathan Road, Kowloon.

TO LET—Golown and land to let at North Point. Total area 11,278 sq. ft., 3-storey office, access by wharf or motor road. Apply Vacuum Oil Company, King's Building.

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ARMS & AMMUNITION
STORE**
5-6, Beaconsfield Arcade.

**LAMMERT BROS.
AUCTIONEERS, APPRAISERS
AND SURVEYORS.**

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, August 30, 1929,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A Quantity of

VALUABLE HOUSEHOLD

FURNITURE.

Comprising—

Teak Hallstands, Chesterfield

Couch and Chairs, Glass-Cabinets,

Teak Desks, Carpets, Rugs,

Gramophones, Piano, Ornaments,

Motor Cycles, etc.

Teak Dining Tables, Dining

Chairs, Sideboard, Dinner Wag-

gons, Electric Ice Chest, Dinner

Crockery, Glass Ware, Kitchen,

Utensils, etc.

Teak and Iron Bedsteads, Teak

Wardrobes with Bevelled Mirrors,

Dressing Tables, Chests of Draw-

ers, Washstands, etc.

and

A Quantity of

BLACKWOOD FURNITURE.

One 3-Valve Wireless Set

One 2-Valve Amplifier

and

Three Loud Speakers.

Catalogues will be issued.

On View from Thursday, August

29, 1929.

Terms—Cash on Delivery.

LAMMERT BROS.

Auctioneers

Hong Kong, August 26, 1929.

MASS HYPNOTISM

**STRANGE GATHERINGS OF
POPULACE**

MODERN SOOTHSAYER

Berlin, June 13.

The same gentleman who prophesied that England would be submerged by the sea a few weeks ago has prophesied again, this time concerning his own country. On July 13, according to Herr Josef Weissberg, the plague was to break out in Germany and many thousands succumb.

Nobody, one imagines, in any country in the world takes the forebodings of Herr Weissberg seriously. Berlin, however, one of the most enlightened and surely the most sceptical city in Europe is witnessing scenes at the present moment which surpass in both pathological and physical interest all that had ever been recorded of the Weissberg settlement at Waldorfrieden, a secluded lakeside spot among the thin woods of the Glau Hills, twenty-five miles to the south of Berlin. It is here that Josef Weissberg, magnetic healer, gathered together his first group of fervid believers in his own power.

Mysterious Mediums

He is a soothsayer possessing strong hypnotic powers. At the present moment nearly a thousand people gather round him every Thursday evening in the Haverland Hall. The object of these Thursday evenings is to call up a mass meeting of disembodied spirits which speak through the mouths of mediums present. Mediums are born not made, and it may so happen that the gift of tongues will fall upon any person present in the hall—not only on one of the eighteen to twenty men and women already tried and proven ranged on chairs on the platform around Weissberg. The "master" himself goes from one to the other of these with a Bible in his hand, touches the brow gently and suggests which spirit shall speak out of their mouths.

Trained alienists and physicists themselves testify to the reality of the trances in which one member after another of this strange congregation falls when listening to a speech from one of the mediums. It is possible, even for the very much perturbed layman, to distinguish between the deep bass voice of "King David" or "Saul" speaking for five minutes or so from a woman's mouth in her natural voice before and after possession by the spirit. Biblical and historical warriors, German princes and militarists, are the principal spirits whom Herr Weissberg's magic calls up; but his ecstatic gathering sees more things between earth and heaven than the critical outsider. A war between the evil spirits who are discernible only to the "possessed" and the pure ones whom he has apostrophised, causes an occasional uproar which, only his swift actions can prevent turning into a pandemonium. One person after another in the half sobs, shouts, and falls. Weissberg "turns on" and "turns off" the magnetic fluid at will, hurrying from one to another. People come to his bidding.

Trombones and Trumpets

He is obviously a man of remarkable powers of mass hypnosis such as has seldom appeared in the history of the western world. The use of an orchestra, consisting of

trombones and trumpets, which heralds with a flourish any particular manifestation of the "master" himself, supplies, one imagines, the correct heroic atmosphere of the susceptible among the audience. A mixed choir of thirty voices chants religious songs.

Under the Republic in Germany there is tolerance for all forms of religious observance. Until anybody's health is proved to be seriously impaired by attending Herr Weissberg's manifestations, doctors will continue to frequent his Thursday evenings and make firsthand studies of rarely observed phenomena, and the police remain discreetly in the background.

London, August 2.

A slashing attack on extravagant legal costs was made by Lord Justice Scrutton in the Appeal Court in dealing with a small slander action. He ordered the estimates of costs to be read in court and then commented: "It is outrageous—that litigants cannot come to an English court without paying 170 guineas to counsel and 70 guineas to solicitors."

Lord Justice Scrutton recalled that when he was at the Bar King's Counsel's fee was 10 guineas for a case and 2 guineas for consultation. If the present bill represented the prevailing standard the law courts would soon have to be closed because ordinary people would be unable to face the expense.

TO-DAY'S RADIO

**BROADCAST BY
Z.B.W.**

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:

5.30-6.30 p.m. — Programme of Dance Music. (Victor Records supplied through the courtesy of Tsang Fook Piano Co.).

"Tin Pan Parade", Fox Trot,

The Troubadours.

"Chloro" (The Swamp),

Fox Trot....All Stars Orchestra.

"Keep Sweeping the Cobwebs of the Moon", Waring's Pennsylvanians.

"Four Walls", Fox Trot,

Johnny Johnson and His Stater Pennsylvanians.

"That's My Weakness Now", Blues,

"You're Wonderful", Fox Trot,

Nat Schatz & the Victor Orchestra.

"Sonny Boy", Blues,

George Olsen and His Orchestra.

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DODWELL & COMPANY, LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "WRAY CASTLE" Sails on or about 2nd September.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER & FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (Fiume)
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £750.0.
LONDON £83.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails on or about 3rd September.
M.V. "ESQUILINO" Sails on or about 12th September.
S.S. "ROSANDRA" Sails on or about 1st October.
S.S. ROMOLU Sails on or about 10th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "PIAVE" Sails on or about 6th September.
M.V. "REMO" Sails on or about 16th September.
S.S. "DUCHESSA D'AOSTA" Sails on or about 5th October.
M.V. "ESQUILINO" Sails on or about 15th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.
Telephone Central 1030.REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM £83 TO £120 ON SALE.

SUMMER EXCURSION RATES

From Hong Kong to Shanghai and return	H.K. \$120
" Nagasaki "	165
" Moji "	190
" Kobe "	210
" Yokohama "	235

SAN FRANCISCO via Shanghai, Japan Ports & Honshu.

KOREA MARU Wednesday, 4th September.

SHINNO MARU Wednesday, 18th September.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIDZUOKA MARU Monday, 9th September.

YOKOHAMA MARU Monday, 23rd September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

HAKUSAN MARU Saturday, 7th September.

KITANO MARU Saturday, 21st September.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 25th September.

AKI MARU Wednesday, 23rd October.

BOMBAY via Singapore, Penang, & Colombo.

SADO MARU Wednesday, 11th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

RAKUYO MARU Tuesday, 24th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU Friday, 30th August.

NEW YORK, BOSTON via Panama.

† TAKETOYO MARU Thursday, 29th August.

† MAYEBASHI MARU Thursday, 12th September.

LIVERPOOL via Port Said, Constantinople, Genoa.

† LYONS MARU Friday, 20th September.

CALCUTTA via Singapore, Penang & Rangoon.

† AKITA MARU Thursday, 29th August.

† PENANG MARU Sunday, 8th September.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU Tuesday, 3rd September.

AWA MARU (Moji direct) Sunday, 4th September.

† RANGOON MARU (omit Shanghai) Thursday, 5th September.

† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 and 8897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

AMAZON MARU Monday, 9th September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Santos, Singapore

Colombo, Durban & Cape Town.

HAWAII MARU Monday, 7th September.

BOMBAY—Via Singapore & Colombo.

* SHINNOH MARU Tuesday, 3rd September.

SUMATRA MARU Thursday, 19th September.

(Calls at Kampong)

DURBAN, LOURANG MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

CALCUTTA via Singapore, Penang & Rangoon.

CELEBES MARU Sunday, 1st September.

INDUS MARU Thursday, 19th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

LONDON MARU (From Shanghai) Monday, 9th September.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADRAS MARU Thursday, 5th September.

HAIPHONG—Via Hoihow & Pakhoi.

MENADO MARU Thursday, 5th September.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAVRE MARU Tuesday, 3rd September.

JAPAN PORTS.

BORNEO MARU Sunday, 8th September.

SHUNKO MARU Wednesday, 11th September.

KEELUNG—Via Swatow & Amoy.

CANTON MARU Sunday, 1st September, 3 p.m.

EOZAN MARU Sunday, 8th September, 3 p.m.

TAKAO—Via SWATOW & AMOY.

TAKAO MARU Saturday, 7th September.

For further particulars please apply to—OSAKA SHOBEN KAISHA.

Tel. Central No. 4085, 4089, 4090. M. TAKUCHI, Manager.

SHIPPING SECTION.



LONDON DOCK

INSPECTION BY THE PORT AUTHORITY

BID FOR PASSENGER TRADE

of an enlarged entrance to the West India Dock and the cutting of passages between its various branches in order to convert it into a system which will render it one of the most popular and serviceable docks in the port.

The construction of the King George V Dock is, of course, the most important single work we have undertaken. It caters for the largest ships that can enter the port, and is equipped with every facility for the rapid handling of cargo. In the Victoria and Albert Docks we have provided a new pumping installation, a cold store and sorting floor and new warehouses for the storage of tobacco. Two additional quays and berths with all the necessary equipment for handling and despatching chilled meat have also been provided.

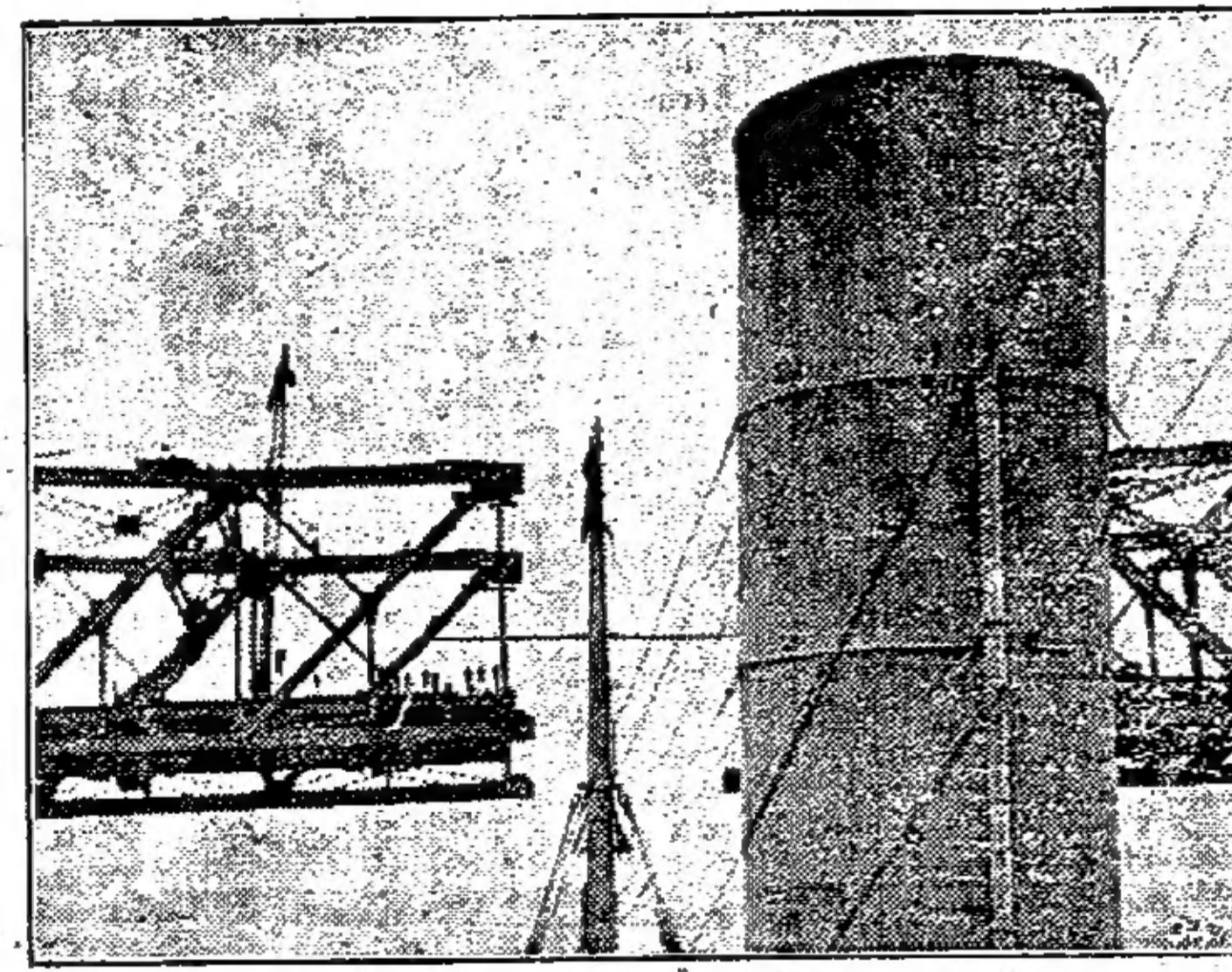
The High floating landing-stage at Tilbury is complete. But the L.M.B. Company has not finished the railway connections on land. These will be completed next April, and with the waiting-rooms and Customs department, will provide facilities for the rapid handling of the largest liners in the world at the mouth of the Thames.

This development is part of the very ambitious improvement scheme in the port, costing altogether £15,000,000, instituted by the Port of London Authority. Modelled on Liverpool. Mr. Frederick Palmer, consulting engineer to the Authority, told "The Journal of Commerce" to-day that the Tilbury landing-stage was modelled on the Liverpool stage, but was not as long. In appearance it is very much the same, with the same type of hinged bridges. Sir Edwin Cooper has designed the lofty baggage halls and Customs offices in the rear. It is only

sufficiently being extended to 1,000 ft. when the necessity arises.

A passenger landing stage 1,150 ft. in length with all the necessary equipment for rapid embarkation and disembarkation of passengers and baggage is nearing completion, and will be available within the next few months. In this work we are co-operating with the L.M.B. Railway, who are providing a new station, and we are looking forward to the large liners making full use of these facilities.

Curious Optical Illusion



The Duchess of York, 20,000-ton Canadian Pacific trans-Atlantic steamer, is not going to crash the new bridge which, a few days after this picture was taken, was completed across the St. Lawrence river at Montreal, although the odd result of the photograph's work makes a smash-up look almost inevitable. As a matter of fact the bridge is actually 26 feet above the top of the liner's forecastle which itself is 30 feet higher than the funnel. The midship figures of the steel workers on the bridge give another indication of the great height of the structure.

the delay in the railway side of the programme that prevents the stage being used immediately in the bid to make London the first passenger traffic port of the world. The depth of water at the landing-stage is 40 feet. The length of the stage is 1,150 feet, which will accommodate two ordinary liners or one large ocean greyhound. If necessary another 500 feet can be added to the landing-stage, and then two of the largest ships in the world can lay alongside at Tilbury. This is a dream dear to the heart of Lord Ritchie and the P.L.A.—a dream never likely to crystallise.

"This is, of course, only an experiment," said Mr. C. F. Leach (Vice-Chairman of the P.L.A.), discussing the development with "The Journal of Commerce." "But we firmly hope to attract all the big liners to Tilbury, and shall give them the best port facilities possible. We look forward to handling amongst others, the big ships of the P. & O. Line, the Orient Line, British India Co., Cunard Co., Atlantic Transport Co., and the Royal Mail Line."

Foreign Competition. The interest with which the shipping world will watch the P.L.A.'s ambitious development programme grows out of the enterprise shown in thus facing fierce competition in foreign ports, where labour and conditions allow so much cheaper handling of ships and cargoes. London is losing trade steadily to the Continent. Especially is this so in the entrepot business. The port is by no means as strong as it was as a transhipment port. In the case of linseed and wheat, hardly any unsold cargoes now are to be found in the port. The unsold cargo is placed at port, until it is sold, and then it is sent to Antwerp, or another Continental port, because the London charges are too high.

For these, and other reasons, a group of M.P.'s and other visitors, at the annual inspection of the port to-day congratulated the P.L.A. on its enterprise in launching upon such bold and costly schemes in an endeavour to keep the port in its pre-eminent position in the trade and shipping of the world.

Twenty Years of Progress. The guests were entertained on the P.L.A. steam yacht "St. Katherine" by the vice-chairman, Mr. C. F. Leach. After a tour around Tilbury and the River, into King George's Dock and the Royal Albert Dock, Lord Ritchie of Dundee (chairman of the P.L.A.) entertained the guests to lunch at the last dock.

The Port of London Authority, he said, had just completed the first twenty years of its existence. It is therefore appropriate that I should give a brief account of what we have done during that period. To the best of my knowledge, the port has been greatly improved by the provision of better road access to the docks. It is a source of great satisfaction to me to know that at last the construction of the new Victoria Dock Road is about to be undertaken, and we are glad to think that we have been able to facilitate the work by providing land for the necessary rehousing schemes. But there is congestion in the approaches to every one of our docks, and we have already made representations to the Government in the hope that they may find it possible, in conjunction with the various local authorities, to remedy a condition of things which is detrimental not only to the port, but to the whole community.

While we have been carrying out our programme of extensions and improvements in the port we have not neglected our own comfort, and that of the staff generally. Thanks to the genius of Sir Edwin Cooper we are housed in a suite of offices which are as fine as can be found anywhere in the world; and are a credit to the port. We have supplied premises and equipment for a head office, staff lounge club in the proximity of the head office, and have established a pension fund, more generous to the staff, probably than in the case of any other similar organisation.

In conclusion I am going to give you just one or two figures in order to show you that the Port of London is more than holding its own. The tonnage of shipping entering and leaving the port last year amounted to 55,000,000 net registered tons, equal to 20 per cent. of the total tonnage entering and leaving the ports of the United Kingdom, and comparing with 38,000,000 tons when we took over in 1909, our percentage of the United Kingdom total then being just under 13 per cent. The value of the import and export trade of the port in 1928 amounted to about £700,000,000, representing 34½ per cent. of the total import and export trade of the United Kingdom compared with £523,000,000 in 1909 representing just under 30 per cent. (Applause).

Contracts That Go Abroad. Mr. C. G. Ammon, M.P. (Parliamentary and Financial Secretary to the Admiralty), in his reply on behalf of the guests, indicated how thrilled he had been by the sight of London River—a sight 75 per cent. of the citizens of London knew nothing about. Nor did they know how much this country depended on their overseas trade. He congratulated all the P.L.A. officials and especially Mr. F. Palmer, for his engineering schemes. Sadly enough, he said, in his new post he often had to sign contracts for orders to foreign firms. The foreign prices were lower but it was not always a question of labour. He himself had to sign a contract to a United States firm which was 120 per cent. lower than the British price, and there was no underpaid labour in the United States! This country seemed to be suffering from a sort of intellectual laziness and a lack of push and enterprise.

WARSHIPS HERE

The following are the warships at present in harbour:

At the North Basin:—H.M.S. "Tamar," "Stormcloud," "Moth" and "Seamer."

At the North Arm:—H.M.S. "Sterling."

In Dock:—L19.

No. 7 buoy: "Seraph."

No. 8 buoy: "Seraph-War Chines Gunboat "Kwang Kum."

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of Asia" arrived at Manila on August 29 (Thurs.) at 6 a.m., leaves Manila on August 30 (Fri.) at 4 p.m., and is due at Hong Kong on September 1 (Sun.) at 7 a.m.

The P. & O. s.s. "Khiva" from Hong Kong arrived London on Aug. 27 at 6 a.m.

P. & O.-British India APCAR and Eastern & Australian Lines

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PORTS, EUROPE, &c.

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B. S.	Tons	From Hong Kong About	Destination
KASHMIR	8,985	31st Aug. Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
MOREA	10,953	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,946	28th Sept.	Bombay, Marseilles & London.
KARMAKA	9,128	12th Oct.	M'scilles, L'don, R'dam & A'werp.
MIRZAPORE	6,715	16th Oct.	Straits, Colombo & Bombay.
KALYAN	9,144	26th Oct.	M'scilles, L'don, R'dam & A'werp.

*Cargo only. †Calls Casa Blanca.

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BRITISH INDIA-APCAR SAILINGS.

DALGOMA	5,953	1st Sept.	Singapore, Penang & Calcutta.
GADBEITA	5,327	15th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,008	4th Oct.	Singapore, Penang & Calcutta.
TAKAMA	3,913	12th Oct.	Singapore, Penang & Calcutta.
TAKIWA	7,936	21st Oct.	Singapore, Penang & Calcutta.
TAKADA	6,949	7th Nov.	Singapore, Penang & Calcutta.

Calls Rangoon. †Cargo only.

B.I. APCAR Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	5,956	30th Aug. 4 p.m.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	4th Oct.	Townsville, Brisbane, Sydney &
NELLORE	6,653	1st Nov.	Melbourne.
TANDA	6,965	29th Nov.	
ST. ALBANS	4,500	3rd Jan. 1930	

* Calls Zamboanga, Port Holland & Cairns.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kalamboan, Tawao, Timor, Darwin, or other ports en route as indicated offers.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARMAKA	9,128	30th Aug. 2 p.m.	Shanghai, Moji, Kobe & Yokohama.
MAGPORE	5,283	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,800	10th Sept.	Moji, Kobe, Osaka & Yokohama.
MANTUA	10,446	13th Sept.	Shanghai.
TILAWA	6,705	14th Sept.	Annoy, Moji, Kobe & Osaka.
MIRZAPORE	6,705	17th Sept.	Annoy, Moji & Kobe.
TAKAMA	5,012	18th Sept.	Annoy, Shai, Moji, Kobe & Osaka.
KALYAN	9,144	19th Sept.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,653	23rd Sept.	Annoy, Moji, Kobe & Yokohama.
TAKIWA	7,936	1st Oct.	Annoy, Moji, Kobe & Osaka.
DELTA	8,097	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than $2\frac{1}{2}$ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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AMERICAN & MANCHURIAN LINE.

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SAILINGS FROM HONG KONG.

S.S. "CITY OF CANBERRA" ... Via Suez Canal 10th September

S.S. "CITY OF NORWICH" ... Via Suez Canal 6th October

S.S. "DARDANUS" ... Via Suez Canal 23rd October

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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U.S. SHIPPING

EXPANSION A QUESTIONABLE BENEFIT

ADVANTAGE OVER FOREIGNERS

The National Industrial Conference Board which has been studying the United States merchant marine problems has now issued its report. The Board points out the danger of expansion beyond actual needs, and considers that the Shipping Board should be abolished.

"The present financial and economic position of the United States and of the world shipping industries," the report states, "makes questionable the adoption of any policy which would encourage the development of a U.S. merchant marine larger than that required for national defence and foreign trade, and which would, to an unreasonable extent, lessen the use of foreign shipping services."

The unmanufactured competitive position of the shipping operators in foreign trade under the U.S. flag, it is pointed out, has been largely responsible for a decrease in recent years in the proportion of United States commerce carried by U.S. ships. In spite of the greatly increased importance of the United States as a maritime nation since the war and the rapid growth of its foreign commerce, it is added, American shipping has shown a definitely declining trend since 1921, due largely to higher shipbuilding and operating costs.

In 1921

"While in 1921," the report states, "49 per cent. of the total cargo tonnage of the foreign overseas trade of the United States was carried in U.S. bottoms, in 1928 only 41 per cent. was shipped in vessels carrying the U.S. flag. American ships predominate in the total ocean-bound import trade of the United States, of which in 1928 they carried 47 per cent., but foreign vessels carried 57 per cent. of the American export tonnage."

"U.S. vessels predominate in our trade with the Philippines, Mexico, the north and the west coast of South America, Central America, and carry a large portion of American trade with the West Indies and the Orient, but foreign vessels carried the major portion of cargoes exchanged between the United States and Europe and the British Dominions with the exception of Canada."

"A U.S. merchant marine adequate from the viewpoint of national defense would probably carry a larger proportion of U.S. commerce than is being carried at the present time," the report declares. "Whether that proportion would reach or exceed 50 per cent. the amount usually set as a minimum requirement cannot be predicted. It would seem more important that the shipping services maintained by private enterprise, with Government aid, should meet defined needs."

"While the Conference believes that 'a policy of specifically determined Government aid for the maintenance of a United States merchant marine is advisable, for the present at least,' because of the highly competitive conditions in the field of world shipping, it qualifies this conclusion with the declaration that 'any policy which resulted in an expansion of facilities beyond actual needs would only serve to intensify competition and to place U.S. ship operators in a still more unsatisfactory position.'

OIL-BURNING SHIPS

The only distinct advantage which U.S. shipping at the present time has over its foreign competitors lies in the possession of a very considerable amount of oil-burning ships, according to the report, an advantage, however, which is contingent upon the relationship between the price of oil and of coal.

As regards age and speed, the Board finds the U.S. merchant fleet to compare unfavourably with the fleets of other nations. The larger part of U.S. vessels engaged in foreign trade, in the view of the Board, will soon have to be replaced with faster and more modern ships if the U.S. merchant marine is to constitute either an effective instrument of national defence or a potent agency for the development and protection of foreign trade interests.

The Board considers the early withdrawal of the United States Shipping Board from the field of ship operation a paramount factor in the solution of the merchant marine problem. "The United States Shipping Board has undoubtedly endeavoured to avoid direct competition with private U.S. ship operators, but it is nevertheless evident that a merchant marine, partially Government-owned, partly in private hands, is not likely to prove successful."

IN AUSTRALIA

COMMENTS ON WATERWORKERS DISPUTE

Unfortunately, agreement has not been reached in the negotiations which have been taking place for some months between a committee of the shipowners and the Waterfront Workers' Federation, according to the latest news from New South Wales. All along the difficulty has been in regard to the volunteer workers who helped the owners to tide over the most serious days of the strikes at the Australian ports, for, naturally enough, the shipowners could not throw aside the men who had stood by them in this emergency. An effort has been made to employ an equal number of the volunteers and of the members of the Federation, but the spokesmen for the latter body were unable to approve of certain of the proposals put forward.

It was suggested that, in addition to the employment of Federation men and volunteers, there should be some means by which the employment of all the workers should be regulated, in order to avoid sectional strikes and the insubordination which was so rife at some Australian ports when the trouble was at its worst. For one thing, the shipowners desired to use the volunteer depot for "picking up" selected workers under the control of the shipowners' superintendents, other labour to be obtained from the Federation yard.

It was further suggested that tallies or numbers should be issued to the selected men, which would be forfeited if any of the men were convicted of theft or malicious conduct, and temporarily suspended for insubordination, insobriety, or other misconduct, the right of appeal being always conceded. Of course, the main object of the owners was to get the men belonging to the Federation to work amicably with the volunteers, and the Federation itself would be required to agree that no combination of volunteers or their families should take place. It was intended, that scheme to be satisfactory, that joint committees representing the owners and the men should be set up, which would deal with disputes of a domestic nature.

The employers have intimated that while they recognise that there is not sufficient work to keep all the members of the Federation in employment, they owe a duty to the volunteers to see that they are not turned away when they may no longer be required to fill the places of Federation workers who refused to carry on when work was offered to them. It is this point of the continued employment of volunteers which has proved the greatest stumbling-block in the negotiations which have been proceeding, but the owners are firm in their resolve, to give the volunteers a fair chance of continuing their work.

PLYMOUTH'S TRAFFIC

NEW TENDER FOR PASSENGER SERVICE

The Great Western Railway Co. have recognised that in order to cope with the increase of passenger and mail traffic to Plymouth, the best possible tender service should be provided by the liners and the Plymouth Docks. In pursuance of the new policy the company has had built a new tender, the "Sir John Hawkins," which was just placed in commission at Plymouth Docks. This tender will replace the "Smear," which will be withdrawn from the service.

The amount of tonnage launched shows the largest increase, owing to the number of vessels ordered at the beginning of the December quarter of last year nearing completion. While there is more work now on hand, a large proportion of the work is in the completion stages. The very serious decline in the amount of orders obtained during the first six months of 1928, was dealt with by the Shipbuilding Employers' Federation at the Wages Conference with the Shipyard Trade Union on July 5, when it was pointed out that the flow of orders experienced at the end of last year had not been maintained and that during the three months January, February and March, the tonnage ordered as compared with the December quarter had brought down the industry to a standstill. The tonnage ordered during the quarter was less than one-half of the total booked in the last quarter of 1928. For the six months of this year, it was stated, the tonnage of orders placed would be approximately the same as was booked in the three months October, November and December last year.

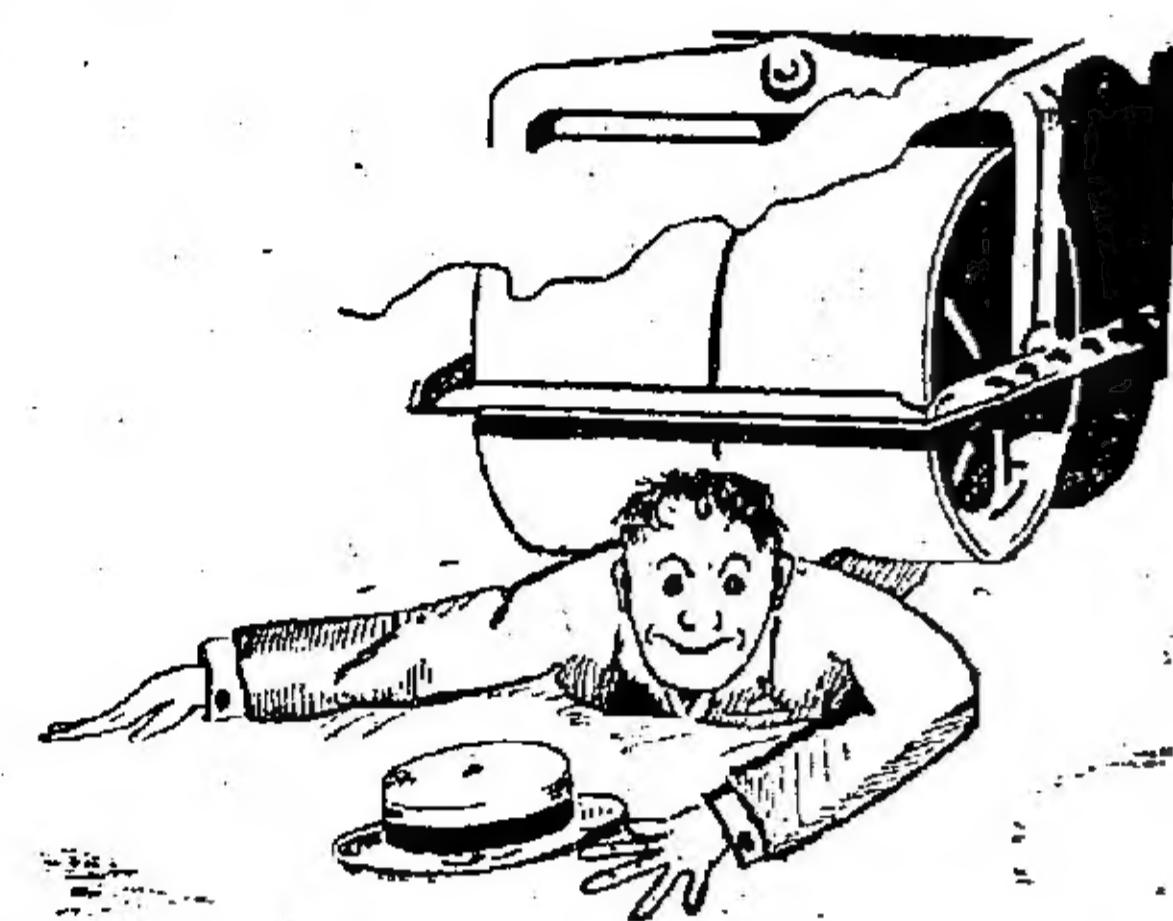
The figures of tonnage ordered indicated that the industry must look forward to the coming months to a fresh falling off in the amount of work on hand due to the lower number of orders placed in the first half of the present year. Just as the higher placing of orders in the December quarter had brought down the industry to a standstill, the employment figure for the industry month by month from 83.1 per cent. in October, 1928, to 22.0 per cent. in May, 1929, so that decline in orders in the first six months of the present year, it was pointed out,

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MARRIAGE

DUNCAN — HINCH — At Hong Kong, John Fraser Duncan, son of Mr. John Duncan of Renfrew, Scotland, to Elspeth May Hinch, daughter of Mr. and Mrs. F. Hinch of Bonner Hall, Essex.

Hong Kong, Thursday, Aug. 29, 1929.

PURE AND UNFILED

In the "China Mail" yesterday there was published an inspired appeal for support for a branch of the English Association here—inspired, but nevertheless well reasoned and very ably submitted. The writing of English, pure and undefiled, is the aim of all writers and readers, whether they be University students or Professors, whether they be school teachers or pupils, whether they be authors or readers. No less important is the talking of English, pure and undefiled. Many aim to be stylists in writing. Few aim to be stylists in talking. The art of letter writing nowadays may have fallen below the standard of past decades, but with the growth of slang and still more slang in our own and other languages the art of conversation has fallen on very evil days. And yet how much pleasanter to read a book written in the homely English language, free of alien words and sentences, free of high-falutin terms understood only by the so-called "dictionary fiend" or the "walking encyclopedia."

Equally delightful is it to listen to a lecture or even an ordinary conversation in which the speaker has the happy knack of conveying

of the English Association to do in our midst here; if so, we cannot but wish the founders every success. The movement has so much in its favour, and nothing at all against it.

Mrs. North will, on Saturday, open the new Chinese dispensary in Main-street, Shaukiwan West.

A meeting of the Water Emergency Committee will be held today at 5 p.m. in the Council Chamber to receive final reports.

A Chinese was fined \$10 or in default 14 days' jail by the Kowloon Police Magistrate, for stealing a plank of wood, valued at \$1, from 216, Portland Street.

Two Chinese dog-owners were fined \$5 each for allowing their dogs to be abroad with muzzles. Another, who allowed her bitch out of doors without a muzzle, was fined \$6 by the Kowloon Magistrate, this morning.

A cable in yesterday's issue should have read that the "Graf Zeppelin" was sighted over Lower California, distance of 300 miles from Los Angeles, 217 minutes after leaving. There is no news of the air liner to-day.

For the theft of a pair of trousers valued at 40 cents, from Stall No. 16 in Battery-street, a Chinese was sentenced to two months' hard labour. Previous convictions showed that he had served 14 days a year ago for larceny.

	Degrees
Temperature, 10 am, to-day	79
Temperature, 4 p.m., yesterday	85
Humidity, 10 am, to-day	89
Humidity, 4 p.m., yesterday	75.

Li Pak, who is charged with assaulting a married couple at 70, Wai Ching Street with a chopper, was unable to attend Kowloon Court this morning, owing to sickness. He is in the Victoria Prison Hospital. Det-Inspector C. P. Fallon who said that it was not a very serious case, applied for a week's formal remand, which was granted.

Meanwhile, there is proof on every hand in Hong Kong of the wish to learn English, pure and undefiled, and to talk and write the simple words by which our orators of old climbed to the top of the ladder of fame. Apart from the fine work being done at the University and the many Colleges and public schools, the number of private schools is steadily increasing—all aiming at teaching English. Without a demand there could not possibly be so many "educational factories" in our midst. That demand, however, has to be met. It should be met, too, by teachers who themselves have more than a surface knowledge of the language that they seek to impart to others. It is not enough that pupils should be able to write a fair or middling hand. It is not enough that a pupil should be regarded as "getting on" when he can string a few words together, with a few punctuation marks dotted here and there, and imagine that he is entitled to honours in English literature. Wide is the gate that leads to a real knowledge of English, pure and undefiled, but few indeed have an honest claim to enter it.

All this has a bearing on what may be called the "aims and objects" of the English Association and on the formation of a branch in Hong Kong. Its title is plain enough to be understood by all. And its goal is exactly what its title conveys. One need not be numbered amongst the ablest Professors and learned literatos to join. All that is needed is a love of the English language, a pride in writing and speaking it as it should be written and spoken and a wish to further its spread amongst the nations of the world.

In the Orient the English language has had a very great effect in moulding public opinion, in helping the movement for greater concord between the West and the East and in removing barriers between statesmen and diplomats of every race. There may be good work for a branch

of the English Association to do in our midst here; if so, we cannot but wish the founders every success. The movement has so much in its favour, and nothing at all against it.

Mrs. North will, on Saturday, open the new Chinese dispensary in Main-street, Shaukiwan West.

A meeting of the Water Emergency Committee will be held today at 5 p.m. in the Council Chamber to receive final reports.

A Chinese was fined \$10 or in default 14 days' jail by the Kowloon Police Magistrate, for stealing a plank of wood, valued at \$1, from 216, Portland Street.

Two Chinese dog-owners were fined \$5 each for allowing their dogs to be abroad with muzzles. Another, who allowed her bitch out of doors without a muzzle, was fined \$6 by the Kowloon Magistrate, this morning.

For the theft of a pair of trousers valued at 40 cents, from Stall No. 16 in Battery-street, a Chinese was sentenced to two months' hard labour. Previous convictions showed that he had served 14 days a year ago for larceny.

A cable in yesterday's issue should have read that the "Graf Zeppelin" was sighted over Lower California, distance of 300 miles from Los Angeles, 217 minutes after leaving. There is no news of the air liner to-day.

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THEFT FROM AMAHS

CANE AND JAIL FOR TWO LADS

A CAUTION IGNORED

Two young Chinese lads, who were cautioned a fortnight ago, and just missed a caning, appeared at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith on charges of stealing two red woolen blankets, one clock, one wrist watch, two metal smoking pipes, two jackets, and two pairs of trousers, from two amahs who live in the servants' quarters of 313, Nathan Road, where the theft occurred.

Det.-Inspector R. A. Marks said that first defendant was arrested yesterday afternoon in the act of alighting from a ricksha with the goods, in Ningpo Street. Second defendant, who was with the first, ran away, but later was arrested. The value of the stolen articles totalled \$51.

One of the pipes was pawned for 60 cents.

His Worship: The cautioning of a fortnight ago had not done much good. You will both receive 12 strokes of the cane in Court, and do one month's hard labour each. The goods will be returned to the complainants, and also the pipe on paying redemption money to the pawnbroker.

LOTTERY MANIA

WHOLE OUTPUT SEIZED BY POLICE

CHINESE ADMISSION

Leung Kam (52), a shopkeeper of 286, Shanghai-street, was at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, charged with having and running a Po Piu Lottery.

A search of the premises at 2.45 p.m. resulted in Det.-Sergt. Humphreys and a Chinese detective discovering 10 Po Piu tickets, announcements, application, prints, and printing inks.

Accused admitted buying the tickets, some for himself and some for his wife.

The Magistrate convicted and fined him \$100 with the option of two months' hard labour.

WILL CASE

(Continued from page 1.)

not know what he was doing. He knew that defendant was the eldest son and should have been called.

Defendant: If you had sent for me, and if the signing of the will was attended to by us, this trouble would not have arisen, would it?

His Lordship: This depends on yourself. If you wish to make trouble you can.

In answer to another question, witness said that he was not a handwriting expert, and he could not say whether the signature on the will was that of his mother.

His Lordship: Don't try to be too smart. Surely you can form an opinion whether it was your mother's writing or not.

Chinese Laws

Expert evidence in regard to Chinese laws governing the making of a will was called from the Hon. Dr. S. W. Tso, O.B.E., LL.D. He said that in China there is no law at all governing the execution of a will. The word "will" in English does not have the same meaning in Chinese. The Chinese word for a will is "Chuk Shu." "Chuk" means the intention of a person as expressed by word of mouth, and is commonly related to the intention of disposing certain properties after death. "Shu" means reducing that intention to writing.

Signature Does Not Matter
There are also certain laws in China regarding succession or inheritance, but the one possessing the property has the rights to disown any persons, whether those persons come within the laws regarding to succession or inheritance.

There is no law provided as to what form the will should take, therefore any writing which purports to be the intention of a deceased is valid. It does not matter whether that document is signed by deceased or by others, or even if not signed at all.

Counsel for plaintiff then summarised the facts of the case for witness and asked: if in his opinion, the will in dispute was not a valid one.

Witness said that taking all the facts into consideration the will was good.

Head of the Family

Cross-examined by defendant, Dr. Tso said that the deceased widow would remain the head of the family as long as she was alive.

Defendant then quoted the proverb mentioned above, and asked Dr. Tso if that was not the true status of a Chinese woman.

Dr. Tso said that the proverb did not mean that a woman had to be submissive. It all meant that she should "go with or live with" her parents, husband and sons, during her three stages of life.

Case proceeding.

U.S. CITIZENSHIP

NATIONALISATION LAW CRITICISED

MILITARY SERVICE

To fight or not to fight? That is the question to which Dr. Douglas C. Macintosh, Canadian professor at Yale University, gave such an unsatisfactory answer in his application for citizenship that Federal Judge Burrows denied the application. Coming, as it does, on the heels of the Supreme Court decision barring Madame Schwimmer, pacifist, on somewhat similar grounds, the Burrows ruling leads the Columbus Ohio State Journal to remark: "When such intelligent people as these are barred from American citizenship, it makes our naturalization laws look extremely silly." Both, incidentally, are too old to be drafted into military service. And, while Madame Schwimmer is an avowed pacifist, and occasionally discusses her beliefs in public, Dr. Macintosh is willing to take up arms in defense of the country, should citizenship be granted, with the reservation, however, that the war must be a just one, and that this is a matter to be decided in his own mind.

Man's Duty to Nation

The professor, who is an ordained minister, is quoted by the "New York World" as saying: "On this matter of bearing arms, there are just three stands you can take. One is stand I have taken, that I will bear arms if I believe it is for the welfare of mankind. The third is that you will bear arms in any war, the position Judge Burrows holds is necessary for citizenship. I believe the first two are the only ones possible for a Christian."

"Christian ethics, as I view them, make it a man's duty to act for the welfare of all mankind, including his own nation. A man's first duty is toward his family, but not against the welfare of his nation. A man's duty is to his nation, but not against the welfare of all mankind."

"Another great war would be such an irreparable calamity for the world that cannot pledge myself in advance to support it. I am not a pacifist. If the welfare of the world were threatened, I would fight for it."

The "World" interprets the Burrows ruling as a declaration that a citizen, be he native-born or naturalized, loses all right of individual judgment and action the moment that Congress declares that a state of war exists; that every citizen should thereafter be as completely at the disposition of the President as if he were a soldier.

Universal Conscription

In this paper's opinion, "The absoluteness of this doctrine is as naive as it is intolerable. The majority of wars in which any great Power engages are no life-and-death struggles in which its existence is at stake, but little wars of policy, interest, or accident. It is absurd to lay down a rule which makes it the absolute obligation of the citizen to give unquestioning support to every war."

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Evidence Resumed

The great majority of the country's newspapers, on the other hand, seem to uphold the decision of Judge Burrows. "The New York Evening Post," for example, recalls the Schwimmer case, that naturalization is not a right, but a privilege. And declares the Charleston (W. Va.) Mail, "Dr. Macintosh should not be accorded privileges that are denied our native-born." "It is difficult," says the "Boston Herald," "to get around the conclusion that Judge Burrows did his duty in this instance." "In fact," notes the Hartford "Times," "he had no discretionary power." "There might be no danger in granting Mr. Macintosh the rights of citizenship," admits the "Washington Star," "but how is it possible to make a rule for one man, and another rule for the great majority?" This is also the view of the "Springfield Repub-

bearing arms, if asked to do so by the Government, in any war which I can regard as morally justified. But I am not willing to purchase American citizenship by promising beforehand that I will be ready to bear arms for my country in any and every war in which my country may engage, whether morally justifiable or not."

"In other words, it would never enter his head to oppose his Government, even though the justice of its cause has escaped his approval."

"Having renounced war as a policy of government with the universal approval of the people of the country, it seems more or less absurd for the Government to deny a peace-loving and law-abiding applicant for citizenship the enjoyment of it."

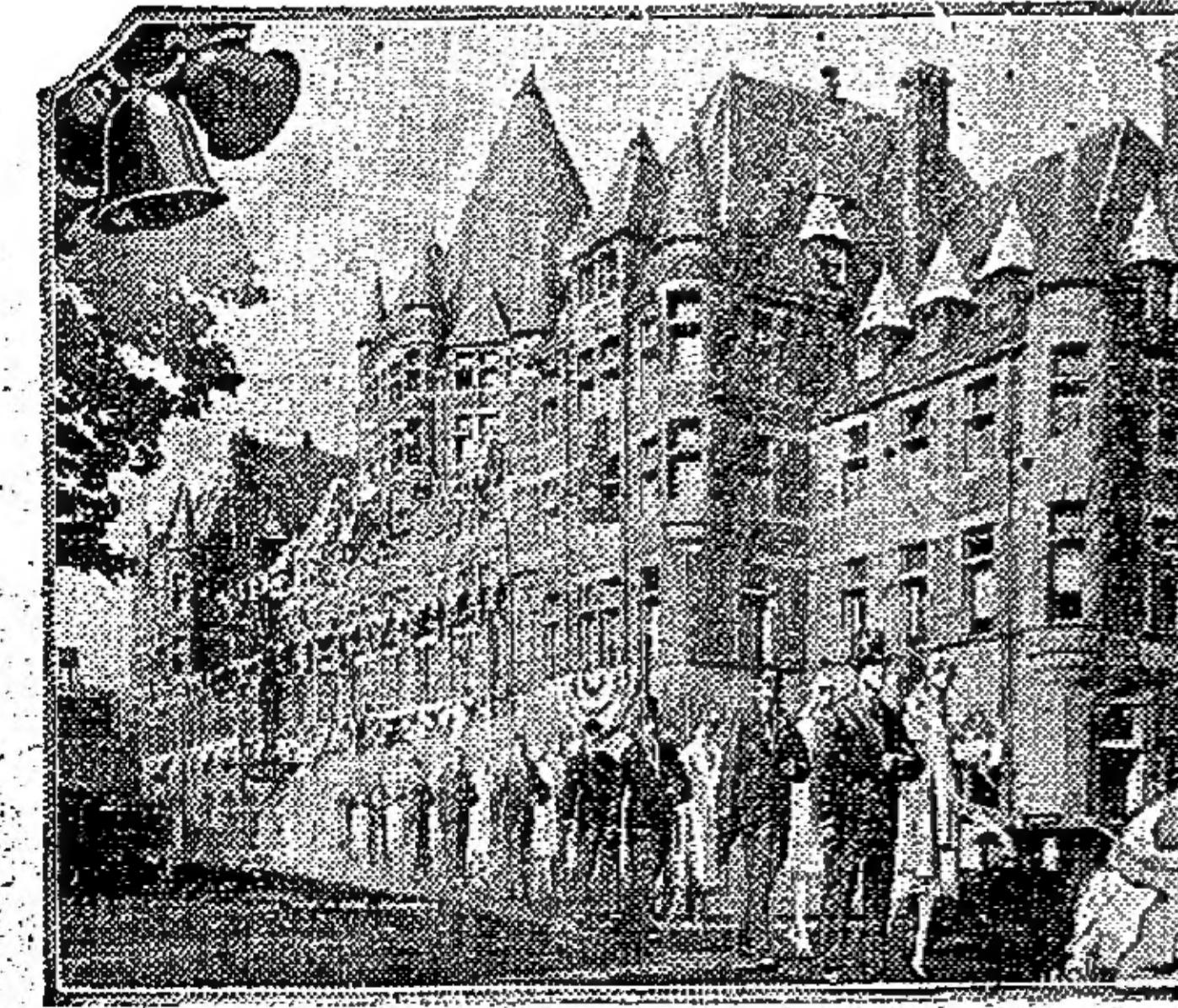
Chronicles from Japan to Java

News has reached Calcutta of the death, in Manchester, of Dr. J. N. Farquhar, Professor of Comparative Religion at Manchester University since 1924. Since his retirement from India in 1923 he had rendered distinguished service to scholarship as Professor of Comparative Religion in the University of Manchester and Wilde Lecturer in the University of Oxford, as well as by articles on Indian subjects in the leading reviews. He spent nearly 33 years of his life in India

Miss Bary, daughter of Dr. A. Bary, of Shanghai, who did so well in the Japan lawn tennis tournaments last summer, has achieved even greater success this year. At Unzen she was the only foreign lady to secure a prize in the ladies open singles championship, and this she won, following up by also annexing the singles for foreign ladies only. Miss Bary received two handsome silver cups presented by the Nippon Yusen Kaisha.

The Malayan Agency has just placed an order for a memorial tablet to be erected in St. Mary's Church, Kuala Lumpur, in memory of Mr. Wm. Lance Conlay, C.B.E., who was formerly Commissioner of Police in the Colony and subsequently attached to the Agency in London in which service he died. It is understood that the tablet will comprise a plaque with a silhouette of the deceased, and that the cost is being borne by Mr. Conlay's colleagues in Malaya.

Where Cupid Holds Court



Brides, grooms, weddings, receptions, rice, confetti, and old shoes all combined during June to make the Place Viger Hotel, Montreal, one of the most interesting and exciting places in the city. Manager Dalton and his assistants welcomed the happy couples and their friends by the hundred, and at one time seriously thought of preparing special good work.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Peninsula Hotel and Repulse Bay Hotel, 8.30 p.m.

Entertainments

To-day—Queen's Theatre: "Dream of Love."

To-day—World Theatre: "Odette."

To-day—Star Theatre: "The Villa by the Sea."

To-day—Majestic Theatre: "The Kid."

Home Mails

To-morrow—Inward from America and ports ("President Jackson").

To-morrow—Outward for South Africa and American ports ("Kawachi Maru"), 3.30 p.m.

Land Sales

Sept. 2—At P.W.D. Offices, two lots of Crown land at Pokfulam and Wong Nei Chung, respectively, 3 p.m.

Lammer's Auctions

To-morrow—At Sales Room, Dundell-street, household furniture, 2.30 p.m.

Sept. 2—At 196, The Peak, Flat 1 (Mount Kellet) household furniture, 11 a.m.

Sports

Sept. 7—H.K.V.D.C. annual aquatic sports meeting at V.R.C., 9 p.m.

FESTIVAL DAY!

"CURIOSITY KILLED THE CAT"

IN A GAMBLING DEN

Twenty-seven ricksha coolies appeared at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith on charges of gambling at 114, Canton Road. The first two defendants were charged with keeping the house as a gambling place, while the rest with gambling. The first defendant pleaded "not guilty" to keeping, while the second did. Seven of them said that they were watching only, while the rest admitted playing.

One of the Cantonese said that it was a Chu Chow festival day and that, through curiosity, they entered the place where the ricksha coolies were gambling. There were dolls and paper joss things which drew the four Cantonese in.

Mr. Whyte-Smith advised the Cantonese that they should not have entered.

Sergt. Humphreys indicated that they were playing "Po Chi," and that there was a terrific fight when the police arrested them. The gambling was done very daringly and was aggravating.

His Worship said that he would take a lenient view because the players frankly admitted their respective charges.

Sergt. Humphreys said that it would have been a very serious fight as there were about 100 people in the room. He himself received a cut wrist and one or two more knicks, while two other persons were also hurt.

The second defendant was fined \$60 or, in default, five weeks' jail. The remainder were fined \$2 or four days' jail each. The gambling outfit, and \$11.50 found, were confiscated.

LA CORONA:

Coronas 25's \$21.50 per box

Half-a-Corona 25's 11.25 "

Celestiales Chicos .. 25's 10.75 "

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You Should Get Today!

'CELLO SOLOS.

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L2059 { ANDANTINO REVERIE

L2060 { ANDANTE RELIGIOSO

L2115 { ALBUM LEAF SCHERZO

D1589 { LES CLOCHE ROMANCE

D1622 { BARCAROLLE LA CINQUINTAINE

D1652 { GAVOTTE MADRIGAL

Anderson Music Co.

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REAL HABANA CIGARS.

HENRY CLAY:

Panetelas 25's \$9.50 per box

Jockey Club 25's 9.50 "

Londres Finos 25's 7.75 "

Bouquet de Salon .. 25's 6.25 "

EL AGUILA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box

Portenas Finas 25's 7.00 "

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**A WEEK'S PAPERS IN ONE.
OVERLAND
CHINA**

MAIL

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with PICTURES of all local events
is given in the
OVERLAND CHINA MAIL.

**CHINA NEWS, LOCAL NEWS
and all the NEWS.**

The Weekly paper that saves you
the trouble of writing Home.

Because it struck the Colony on a Thursday, the typhoon is reported in this week's "Overland China Mail," the first weekly news budget published after the event. But because it is printed this week, the "Overland" contains a complete account, not only of the storm here, but also of the aftermath and its effect on other places. The full story will be eagerly read elsewhere as many people will desire to amplify their information (from the perusal of cursory cables) of what occurred.

Your folks in the Old Country, your friends outside Hong Kong, and your "pal" on Home leave will think it very thoughtful of you to post a copy or two to "let them know all about it."

Furthermore, there is much else of interest in the "Overland." As usual, a large variety of items is covered, dealing with "local" events, of which there are so many of importance that it is difficult to single out a few for mention.

Then, again, the Home papers have been giving prominence to incidents in Manchuria, in the dispute between China and Russia. The "Overland" contains all the informative cables and articles obtainable about this latest "war" and it will be read studiously in both Europe and America.

The art supplement of the "China Mail" is given away free with the "Overland." Make sure of your requirements as the demand this week is already heavy.

In the whirl of a trying Hong Kong summer, letters to relatives and friends to other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week by means of subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$7.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news features and pictures from the daily "China Mail" that make a studied appeal to people with any interest.

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"THE OVERLAND CHINA MAIL."**MONEY AND SHARES****TO-DAY'S QUOTATIONS****On London**

Bank, wire 1/11 1/2
Bank, on demand 1/11 3/16
Bank, 30 days' sight
Bank, 4 months' sight 1/11 1/2
Credits, 4 months'
sight 2/- 1/2
Documentary 4 months'
sight 2/- 1/2

On Paris

On demand 1197 1/2
Credits, 4 months'
sight 1272 1/2

On Berlin**On New York**

On demand 46 1/2
Credits, 60 days' sight 48 1/2

On Bombay

Wire 129 1/2
On demand 129 1/2

On Calcutta

Wire 129 1/2
On demand 129 1/2

On Singapore

On demand 83 1/2

On Manila

On demand 94

On Shanghai

On demand 82 1/2
30 day's sight (private
paper)
On Yokohama

On demand 100

Gold Leaf, 100 fine
(per tael)
Sovereigns (Bank's
buying rate) 10.00

Silver (per oz.) 24.5/16

Bar Silver in Hong
Kong 3% dis.

Copper Cash Nominal

Copper Cents 3% Prem.

Rate of Native In
terest 7% p.a.

Chinese Sub. Coin 25 1/4 % dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES**London, Yesterday.**

Paris 123.875
New York 4.84 25/32
Brussels 34.865
Geneva 25.185
Amsterdam 12.10
Milan 92.695
Berlin 20.355
Stockholm 18.095
Copenhagen 18.215
Oslo 18.205
Vienna 34.42
Prague 163 1/4
Helsingfors 192 1/2
Madrid 32.955
Lisbon 108.20
Athens 875
Bucharest 817
Rio 574
Buenos Aires 47 1/4
Bombay 1/5 29/32
Shanghai 2/4 1/4
Hong Kong 1/11 1/2
Yokohama 1/11 1/16
Silver Spot 24.5/16
Silver Forward 24.7/16
British Wireless Service.

GENERAL'S CRIME**CHANG FACES TRIAL IN OCTOBER**

TOKYO, Aug. 22.—The case in which General Chang Tsung-chang several weeks ago was charged with having shot to death with a revolver Mr. Hsien Kai, the fifth son of the former Chinese Prince Su, has been tried at the Oita District Court and the preliminary trial was completed yesterday. It has been decided that the case will be brought to a formal trial at the same court in early October next.

General Chang is now charged with having inflicted an injury upon the victim through criminal negligence, leading to death—Rengo.

THE SEASON'S MALADY !

The long winter months form one of the least pleasant periods of the seasons' round. Nature's whole life is at a standstill and woods, gardens and parks are desolate and desolate. Man suffers in equal degree, for bleak winds irritate the sensitive mucous membranes of his mouth and nose, and the constant changes of temperature make his body an ideal soil for colds, chills, influenza and worse. This happens year after year: an obstinate catarrh, a hoarse voice, painful breathing, sharp pains in the limbs and you know that you have caught a thorough chill. What is to be done? There is a wide choice of household remedies, all with their advocates: hot drinks, lozenges, poultices and liniments in infinite variety, but their effect is superficial only and they can give no fundamental relief. You must choose something that goes to the root of the matter and nothing will drive away a chill, with all its accompanying symptoms, so rapidly as the old and tried friend "Aspirin". More than any other drug this deserves the name of "household remedy" in the best sense, and it continues to prove its value time and time again.

T.T. on London 1/11 1/2
T.T. on Shanghai 82 1/2**Banks**

H.K. Bank \$1230 b
H.K. London Reg. \$125 1/2 b
Chartered Bank \$20 b
Mercantile A. & B. \$32 1/2 n
Mercantile C. \$15 1/2 n
P. & O. Bank \$90 1/2 n
Bank of East Asia \$90 1/2 n

Insurances

Canton Insurance \$630 n
Union Insurance \$330 b
North China Insurance \$160 b
Yangtze Insurance \$450 n
China Underwriters \$2 n
China Fire Insurance \$310 b
H.K. Fire Insurance \$760 s

Shipping

Douglas \$27 1/2 n
H.K. Steamboats \$25 n
H.K. Tugs & Lighters
Indo-China (Pref.) \$47 s
Indo-Chinas (Def.) \$70 s
Shell Transports (old) \$98 1/2 n
Shell Transports (new)
Union Waterboats \$22 s

Mining

Benguet \$3.10 b
Kailan Mining Ad. \$2/6 n
Langkata (comb.) T15 n
Langkata (single) T9 1/4 n
Shanghai Explorations T2 1/2 s
Shanghai Loans T4 1/4 n
Raubs \$9 1/4 b
Tronoh Mines 21/- b

Docks, Wharves, Godowns, &c.

H.K. Wharves \$129 b

H.K. & W. Docks \$32 1/2 n

China Providents \$4.30 b 43 1/2 sa

Hongkew T182 1/2 b

New Engineering T77 1/2 b

Shanghai Docks T11 b

Cotton Mills

Ewo Cottons T17.35 b 17 1/2 s
[17.60 sa

Shanghai Cottons (old) T92 n

Shanghai Cottons (new) T48 n

Zoong Sings T10.40 b

Lands, Hotels & Buildings

H.K. & S. Hotels \$8.40 8 1/2 sa

H.K. Lands \$60 1/4 b

Shanghai Lands T150 b

Humphreys' Estates \$14.15 b & sa

H.K. Realities \$8 b

H.K. Territorials

Prince's Buildings

Public Utilities

H.K. Tramways \$18 b & sa

Peak Trams (old) \$11.80 s

Peak Trams (new) \$6.05 n

Star Ferries \$65 1/2 b

China Lights (comb.)

China Lights (old) \$12.80 s

China Lights (new) \$12.60 s

China Lights 1928 issue

H.K. Electrics (old) \$59 1/4 s 60 sa

H.K. Electrics (new)

Macao Electrics \$26 1/2 n

H.K. Telephones \$6.70

China Buses T14 1/4 b

Singapore Tractions 11 1/2 s

Singapore Pref. 20/- b

Sandakan Lts. \$24 s

Industrials

China Sugars 95 cts. a

Malabon Sugars \$27 n

Canton Ices \$2 b

Cements (comb.) \$8.90 s

Cements (old) \$7.70 b

Cements (new) \$12.20 n

H.K. Ropes (old) \$6 1/2 s

H.K. Ropes (new)

United Asbestos \$5 b

Stores, &c.

Dairy Farms \$19.90 n

Watsons \$11.90 b

Der A. Wings 80 cts. n

Lane Crawford \$1 1/4 n

Mackintosh \$18 b

Sinceres \$12 b

Wm. Powell \$24 s

Miscellaneous

H.K. Amusements \$26 n

H.K. Constructions \$1.55 n

R. Ind. G. & Bonds 64 1/4 % n

H.K. Govt. Loans 3% & prem.

Chinese Estates \$99 s

PLAQUE**PREVENTION STATION FOR CANTON**

Canton, Yesterday.

It is suggested that General Chan Ming-shu is seriously contemplating the establishment of a plague prevention station in Canton.

The station will study not only all contagious diseases as well as the treatment of same, but also the manufacture of serums of all kinds, following the model of the Peking Plague Prevention Bureau, which has been operating for many years, being supported by Customs funds—Canton News Agency.

</div

Sport Columbus
TENNISUNIVERSITY BEATEN BY
H.K.C.C.**"B" DIVISION**

Playing on their own ground, the Hong Kong Cricket Club easily defeated the Hong Kong University yesterday afternoon in the "B" division, by 8 sets to 1. The scores were:

O. E. C. Marton and C. E. Holmes (H.K.C.C.)—	beat T. K. Lien and P. Y. Khoo 10-8
beat G. F. Chew and L. D. Silva 6-2	beat P. P. Kho and L. Oppenheim 6-2
R. K. Valentine and Dr. J. Montgomery (H.K.C.C.)—	lost to T. K. Lien and P. Y. Khoo 6-8
beat G. F. Chew and L. D. Silva 6-4	beat P. P. Kho and L. Oppenheim 6-2
J. Rodger and E. J. R. Mitchell (H.K.C.C.)—	beat T. K. Lien and P. Y. Khoo 6-2
beat G. F. Chew and L. D. Silva 6-2	beat P. P. Kho and L. Oppenheim 7-5

THE DANGER OF NOISY DEMONSTRATION**UMPIRES AND LINESMEN**

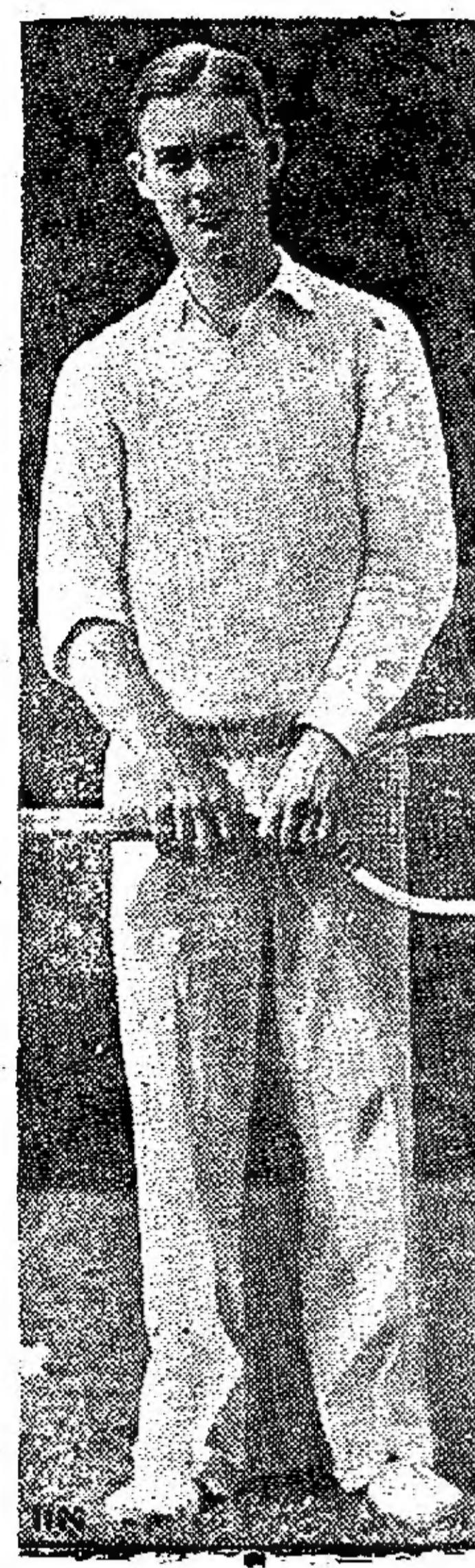
The lawn tennis correspondent of the "Observer" writes:

A most unexpected thing happened at the dinner given by the Lawn Tennis Association at the close of the recent championships meeting at Wimbledon. Dr. J. C. Gregory, in the course of his reply to the toast of his health, actually paid a tribute—and a well-earned tribute—to the good work done by the umpires and linesmen at Wimbledon. Praise very seldom comes the way of these hard-working officials: their portion is more often the kick of contumely than the half-penny of encouragement. There is, indeed, a popular superstition, perhaps originating in and certainly fostered by, the sketches of a popular caricaturist in the daily Press, that linesmen on the centre court of Wimbledon are selected mainly for their ability to sleep through even the most exciting match; with the result that it is a commonplace to hear, after many a match, assertions that the "lining" was disgraceful, and that So-and-so was "umpired out of the match."

Now it is not too much to say that in nineteen cases out of twenty such allegations are utterly unfounded. The linesmen at Wimbledon are, at any rate nowadays, whatever they may have been in the past, most carefully selected; and all of them know their business thoroughly. This is not to say that mistakes are never made; since linesmen are human and not mechanical, they do—very rarely—make errors. The "cannon-ball" service of a Tilden, for example, travels at such a speed that, in the case of a near thing, even the linesman can hardly be sure whether he just grazed the line or not. But he, at any rate, is looking straight along the line, and is nearer to it than anybody else. He is in the best position, therefore, to judge: yet often enough his decision will be stigmatized as "disgraceful" by people sitting in the stands at both ends of the ground, who cannot possibly be in a position to see the exact spot pitched on by a ball which is travelling at great speed towards or away from them, as the case may be.

Advice in Plenty

An even more frequent case of disagreement with a linesman's decision occurs when a base-line judgment is in issue. The linesmen call "Out!" spectators see, as they think, the chalk fly, and shout their disapproval. They do not know (and if they did they probably would not care) that, after much play, the turn near the baselines is so worn away that the surface is loose and powdery. That the line should be as perfectly marked on such a surface as it is is a tribute to the skill of the groundman: but the effect of a hard-hit ball pitching



George M. Lott, young Chicago man, replaced Francis T. Hunter, court veteran, in the final round of the Davis Cup play with France, at Paris. The Americans lost.

he is doubtful. He invariably gets both opinions—"in" and "out." It was pleasant to see this year far fewer unfavourable comments on umpires and linesmen in the daily Press than on previous occasions. If spectators would also learn this lesson it would certainly add to the dignity both of the meeting and of themselves.

Decisions of umpires, not in connection with lines at all, are also sometimes questioned in unmeasured terms. An incident this year occurred when an umpire in the Centre Court very properly gave a point against a player because he had volleyed the ball before it had crossed the net. Without taking the trouble to find out the reason for the umpire's decision, a well-known player volunteered his opinion that "that man never ought to be allowed to umpire in the Centre Court again: he penalised So-and-so for following the ball over the net with his racket!" Yet the umpire was perfectly right, and the critic was perfectly wrong: but the umpire is defenceless, and the critic's word is taken as gospel.

Doing Their Best

Naturally, mistakes occur more often in matches in which there are no, or perhaps only one or two, linesmen, because the umpire in that case has to give decisions himself; and, as he cannot look straight along all the lines of a court, even from his exalted position, he may well make an occasional mistake. It is often said that every important match ought to have a full staff of linesmen provided for it. But every match is an "important" match to the players in it: and to provide seven linesmen and an umpire for each one of some sixty

matches every day would necessitate the number of umpires and linesmen being at least quadrupled from what it is at present, i.e., the employment of quite 600 of these hard-working and conscientious officials. This, though possibly desirable, is outside the range of practicability, and players recognise that it is so.

Whatever the attitude of the crowd towards umpires and linesmen may be, it is the rarest thing to hear a complaint from a player. Players know that those in charge of their match are doing their best, and know, moreover, (and this is specially valuable where foreign players are concerned) that their decisions, even if they are occasionally wrong, will be absolutely fair and unbiased. This is a great, if not a unique, reputation to have earned, and, in thanking the umpires and linesmen for their work, Dr. Gregory gave them no more than their due. The applause which followed his remarks (after the first shock that anyone had troubled to remember these officials was over!) showed that the players of thirty nations endorsed all he had said; and, if the players are satisfied, ill-informed criticism from outside may very well be treated with a tolerant amusement. Few players would come to Wimbledon if the Championship were umpired from the gallery!

SWIMMING

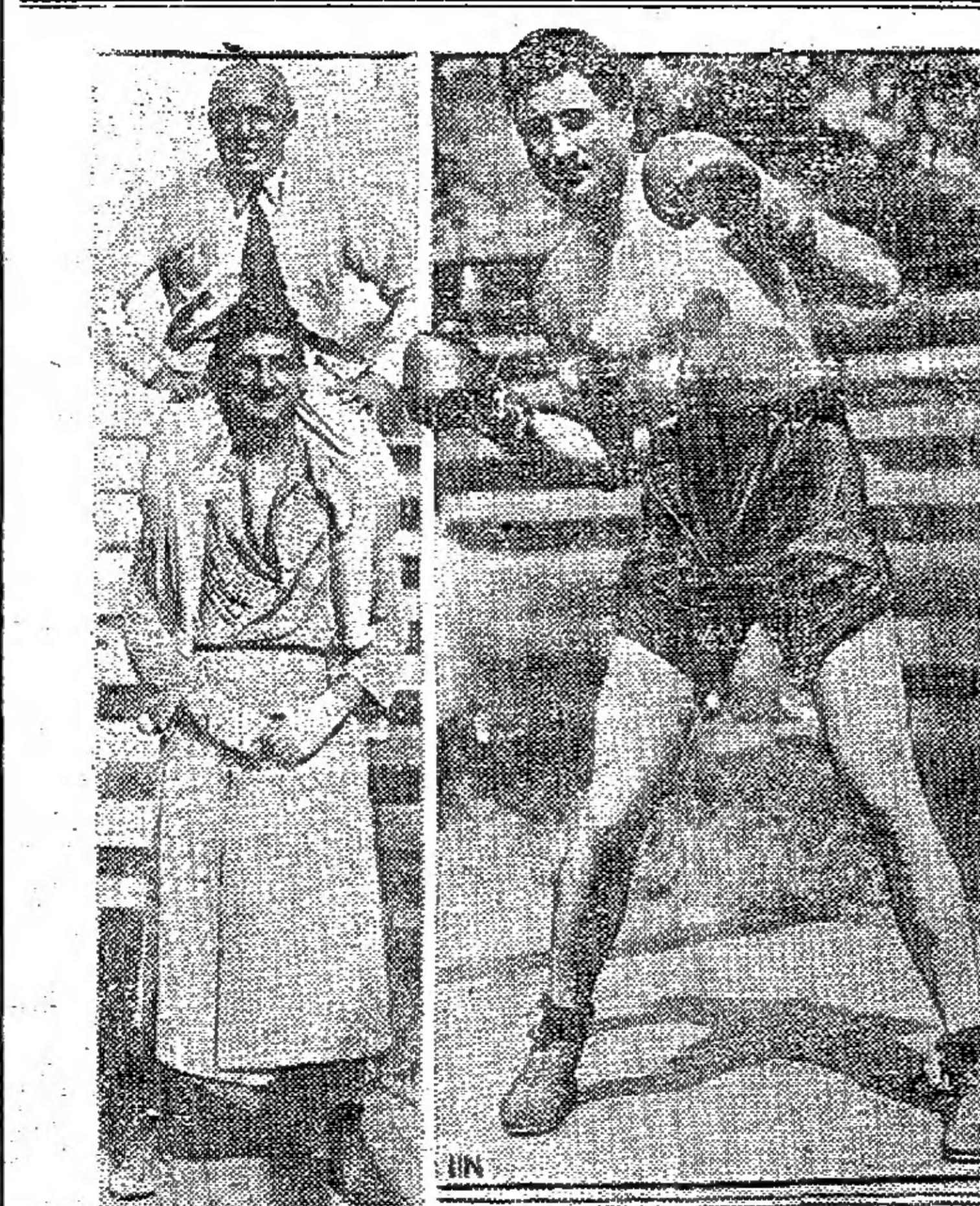
The Amateur Swimming Association have received some details of the visit of the German national team, which is going to England on an official visit in September. Two fixtures have been arranged, one at Birmingham on September 26 next, and the other in London two days later.

A water polo match between England and Germany will be the main event on each occasion, but there will also be team race between the two countries. The teams will consist of four men, each swimming 200 or 220 yards, as best suited to the bath. The Selection Committee are inviting nominations for places in the team, and it is especially hoped that the best swimmers of the country will be available.

Another important international event is the newly-inaugurated speed swimming contest, to which England, Scotland, and Wales are being invited to send representatives. This year's competition will take place at Finsbury Park on October 12. It is not anticipated that Wales will be able to send a team, so the contest will probably be confined this year to Scotland and England.

Ladies' Long-Distance Championship

Miss G. Vine-Jackman, of the Hammar Smith Ladies' S.C., won the Ladies' Long Distance Swimming Championship in the River Thames, her time for the course of five miles from Kew to Putney being 1 hour 14 minutes 7 seconds; Miss Sweetser (Shivers Club, Brighton) was second in 1 hour 15 minutes 33.1/5 seconds; and Miss Turner (Bournemouth) third in 1 hour 15 minutes 51.4/5 seconds.



Victor Campolo, gigantic Argentine Gaucho, is the most recent heavyweight hope of South America. He is taller than Jess Willard and stronger than Luis Firpo, the Bull of the Pampas. Just look him over at the right. Some idea of his strength is shown at the left where he holds Humbert Fugazy, fight promoter, on his shoulders as though Humbert were a mere child.

LAWN BOWLS**KOWLOON C.C. DEFEATED BY 18 SHOTS****SPORTS CLUB TO THE FORE**

The Sports Club is making a bid for front route in the realm of lawn bowls, and in their match against the K.C.C. yesterday, they decisively won the rubber by a comfortable margin of 18 shots.

Kowloon C.C. Sports Club
Gittins Sutton
Petheram Langenstrasse
Larmont Southorn
Gibson Bradbury
(Skip) 12 (Skip) 20
Brace White
Hyde-Lay Jordain
Silkstone Alves
Fraser Edwards
(Skip) 16 (Skip) 28
23 46

KENT WIN THE INTER-COUNTY CHAMPIONSHIP

Kent won the Inter-County Bowls Championship at South Croydon by 123 shots to 91.

In the semi-final, Northumberland beat Northants by 119 shots to 113, and Kent defeated Somerset by 141 to 86.

At Seven Kings, in the Essex County Single-handed Championship Final, Holt beat Darby 21-17. A. H. Dexter (assistant hon. secretary) won the Hon. Secretary's Competition from E. J. Crowe (Cranbrook) by 21-11.

Finsbury Park won the Jackson Shield for the Three Rink Championship of the London Parks B.A., beating Lammas in the final by 88-64.

At Budleigh Salterton the open tournament concluded in a win in the singles for J. Huxtable (Bideford), who beat J. W. Fisher (Winterbourne) in the final by 21-17. The pairs were won by City of Exeter (W. J. Mills, E. Jones).

For the second successive year Margate won the Hospital Cup Competition at Deal, beating Deal in the final by 22-15.

In the Brighton Tournament Open Singles J. Pirnat (Bounds Green, London), beat W. C. Morgan (Trottyrhiv, South Wales) by 21-14. The pairs were won by Seaford (G. T. Godfrey, A. C. Shilston).

BOXING**MOVE FOR L.C.C. CONTROL OF LONDON CONTESTS**

A recommendation that legislation be promoted to provide for the control of public boxing contests in the county of London (including Drury-lane and Covent Garden Theatres and the Royal Albert Hall) on the lines of the existing powers of control over public music and dancing, and providing for the payment of a fee to the Council, will be made to the London County Council.

In making the recommendation the Theatres and Music Halls Committee remind the Council that last year the Commissioner of Police drew attention to certain premises used for boxing contests.

The Italian team will be expected in London this evening and the machines are being despatched to Britain to-day.—British Wireless Service.

UNCLAIMED TELEGRAMS.**THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Osoco, from Shanghai.

Duboso, D'Artagnan, from Shanghai.

Shikoyama, from Osaka.

Yamamoto Yukio, c/o "Hozan Maru", from Tokyo.

Tusu, from Amoy.

Hike, from Shanghai.

E. V. JESSEN, Superintendent

Hong Kong, 22nd August, 1929.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—

Jenkins Kremlin, from Shanghai.

Kitten, from Wintonqld.

Quistgaard, from Bangkok.

S. LACK, Superintendent

Hong Kong, 22nd August, 1929.

WATER POLO**SOMERSETS EASILY DEFEATED BY V.R.C. "A"****PLAYER ORDERED OFF**

The V.R.C. "A" team successfully accounted for the Somerset Light Infantry yesterday evening at the V.R.C. in a water polo game.

The defeat of the soldiers came as a surprise to many. J. Stewart scored twice for the V.R.C. and the soldiers were unable to retaliate.

D. Laing, one of the V.R.C. players, was ordered out of the bath for waiting within the two yards' limit, and as no goal was scored by the soldiers, he did not have a chance to re-enter into the play.

League Table

The latest positions of the teams are as follows:

	Goals.	F. W. D. L.	F. A. Pts.
V.R.C. "A".	5	5	0
Chinese "B".	5	5	0
Kowloon "A".	5	0	1
V.R.C. "B".	5	3	2
K.O.S.B. "A".	2	0	3
Navy.	5	2	0
Kowloon "B".	5	1	3
Chinese "A".	5	1	4
Somerset "B".	5	0	1

POWDERPUFF DERBY**END OF TRANS-CONTINENTAL FLYING RACE**

Cleveland, Yesterday. The 2,350-mile "Powderpuff" Derby was won by Mrs. Thaden with a total elapsed time of 20 hours 18 minutes and 10 seconds.—Reuter's American Service.

The "Powderpuff" Derby is the name given to the women's trans-Continental race which involved a flight from Santa Monica, California, to Cleveland, Ohio, for prizes valued at £5,000. There were 19 competitors, including Miss Amelia Earhart, the only woman to fly the Atlantic in an aeroplane. One competitor was killed early in the race, during the course of which startling allegations of tampering with machines were made.]

SCHNEIDER CUP

De Senzano, Yesterday. It is now considered absolutely certain that Italy will participate in the Schneider Cup race.

The Italian Schneider Cup team left for Britain last night.—Reuter's.

Machine of New Design

London, Yesterday. It is now announced that the Italians will participate in the Schneider Cup race on September 7. They will use two machines, one of which is of absolutely new design both as regards craft and engine.

The Italian team are expected in London this evening and the machines are being despatched to Britain to-day.—British Wireless Service.

The "WHITE MOUNTAIN"**Ice Cream Freezer**

EXPERIENCE shows that the "WHITE MOUNTAIN" lasts longest and gives the best service. It is, therefore, the cheapest Freezer you can buy. The "White Mountain" has over forty years' reputation among practical users who know that it is reliable under the strain of hard working conditions, year in and year out.



HOME-MADE ICES ARE PURE AND TASTE BETTER

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PHONE C. 4567.

ALWAYS COOLING IN THE HOT WEATHER.

ELBSCHLOSS**EAGLE BRAND****BEER**

Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of dozen bottles of Elbschloss Beer.

Sole Agents for Hong Kong:**THE WING ON CO., LTD.****TYPEWRITERS**

all makes—new and rebuilt.

Exchanged—Repaired—Renewed—Sold and Rented.

THE HONG KONG TYPEWRITER BAZAAR

(Wang Bros. & Co.)



TIES! TIES!

TO CLEAR

\$1.00 each.

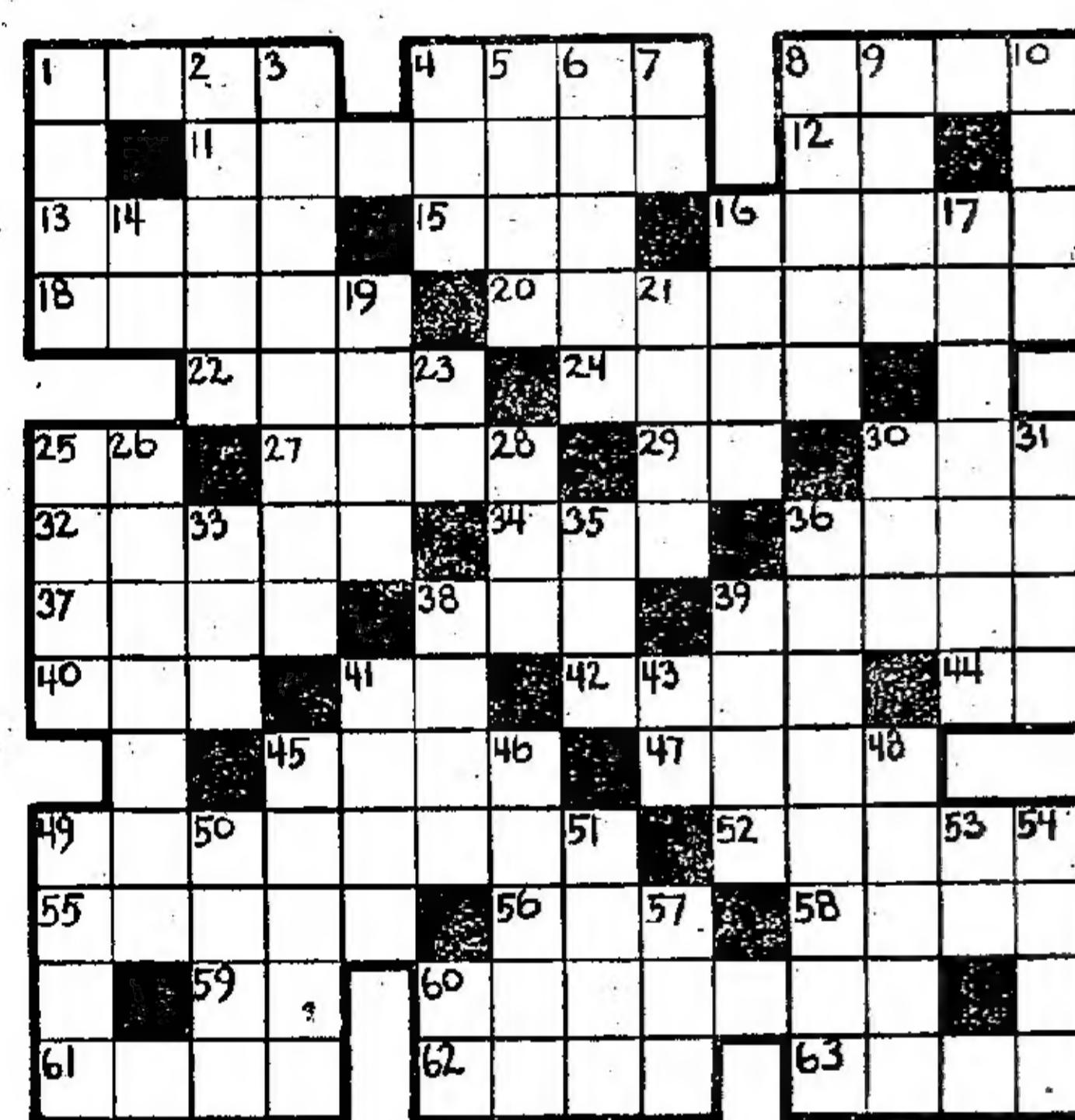
THE FINEST
VALUE EVER
OFFERED.

DO NOT MISS THESE.

WHITEAWAYS.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL
1-A lateral appendage
of a plant-stem
4-To entangle
8-In this manner
11-A country of
5. America
12-Interjection
13-To deceive
15-Lair
18-Citrus fruit
18-Any outcome or
result
20-A first principle
22-A weed
24-A portent
25-A day of the week
(abbr.)
27-Petroleum flavor
28-Personal pronoun
30-Twice
32-A seraglio
34-A drink
38-A caper or antic
37-Interjection
38-A mineral spring
39-Pertaining to a foot
40-Ay
41-Interjection
42-To sort out
44-Extremely

HORIZONTAL (Cont.)
45-Wing-shaped
47-Author of "The
Scalp Hunters"
49-Plural of "seraph"
52-Fruit of the oak
55-Smells
56-Give (Scot)
58-Medicinal plant
60-To command
61-At that time
62-Notion
63-Conduct as
periodical
VERTICAL
1-To steer closer to
the wind
2-Around the outside
3-Adorned with leaves
4-Middle
5-Always
6-A bay or an arm of
the sea
7-Interjection
8-Where one lives
10-Dispatched
14-Conjunction
15-A citrus fruit
16-The Greek long E
19-A silkworm fruit
20-Debt out
49-Carbon from coal
50-Part taken by an
actor
51-Small residents
53-Race (abbr.)
54-Trim
57-The Greek long E
60-Prefix "two"

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

FENG & YEN
REPORTED GOING TO
JAPAN

Taiyuan, Aug. 21.

Following an interview between General Yen Hsi-shan and General Feng Yu-hsiang at the Shansi Temple on August 19, it was announced that the two Northern leaders had decided to depart for Japan at the latest by the end of October—Ta Chung.

YESTERDAY'S SOLUTION

NEW	NUD
HEARS	FAIR
GARRET	LINGER
SOL	SNAPPED
OUTS	PAT
CLOSES	SLIMLY
PEAMS	HALO
ANTLIER	DRAMA
EVADED	CREAM
YES	BOAR
YES	LEAF
YES	HERON
YES	NAPE
YES	CRACKED
YES	SEW
YES	DETER

DEVELOPMENTS

Crag Hotel Transformed : \$50,000 Dining Room

TEN NEW PRIVATE BUNGALOWS

Only those who used to go up Penang Hill by road, walking, six or seven years ago and those who went up when the railway was just finished, five years ago, can realise the tremendous amount of development and constructional work that has taken place during the past few years.

The whole "face" of the summit has been changed. Handsome, solid buildings have sprung up at various levels, miles and miles of new paths have been laid out, and the Hill in fact has now become a real residential area.

A sure sign of this is that hawkers from town now find it profitable to make regular trips up the hill.

Improvements and Additions
A "Pinang Gazette" representative who made a complete tour of the higher levels of the Hill found building activity and improvements and additions being effected on all sides.

The way up to the Hill several new buildings have sprung up near the line, obviously quarters for those employed on the Hill railway.

"En passant" it might be stated that the three stations, the carriages, etc., are looking spic and span, and reflect credit on the management of the railways.

On the upper section a couple of new halting stations have been opened out for the convenience of those staying lower down the hill.

At the Top

Leaving the top station and passing round the foot of Strawberry Hill the first new path is the one to the Crag Hotel. The old road to the Crag round the post office has been closed owing to its proximity to the water catchment area. The new one is a short cut path just below the tea kiosk.

As a matter of fact one can get to the Crag Hotel along several paths now and the most convenient way is to those living at the Crag, or going directly there, is to alight at the Tunnel Station.

From here there is a level pathway to the hotel, which is about a mile away from the railway.

Passing this new pathway the first thing that catches the eye is the new police station building which is just out of the builders' hands. This is on the right hand side of Summit Road.

Further up on the same side, but inclined towards Bellvue, is the post office which has just had an extension to it for the accommodation of an automatic exchange.

The post and telephone office is not the quiet thing it used to be in the old days—as a matter of fact it used to be alive only when the Governor stayed up the Hill—but now it is kept busy throughout the day.

The Dispensary

Facing the police station is the outdoor dispensary which was completed some time back and has been in use for several months. The dispensary is obviously filling a want.

By the side of the dispensary is a small park which has been laid out from filings from Gun Hill. This little playground is a public one for children and has a shelter, several seats and two swings for young folk to amuse themselves.

Gun Hill itself, which some time ago was the proposed site for a new hotel has been levelled up and is ready for any building operations. At present it serves as a show place and has several benches for visitors to rest.

Round and about the park there is evidence that arrangements are being made to plant shade trees; seats also have been provided at various intervals from the best view points.

A drinking fountain has also been provided for the public near the Police station. A provision shop and a coffee shop are also to be erected in the near future, by the side of the police station, for natives and servants in order to prevent them going to the kiosk.

Summit Road

Having spent a good half hour in the vicinity of Strawberry Hill, the writer took a walk along Summit Road, round Government House.

A notice board states that it takes 15 minutes to get to Convent Bungalow, 15 minutes also to Fernhill, 50 minutes to Tiger Hill, which is 2 1/2 miles away, and 1 hour and 30 minutes to Western Hill.

The first private bungalow on Summit Road is that belonging to the Hon. Mr. R. P. Brash, of Ipoh. Next to his comes Mr. E. H. Bulford's. The third is Mr. A. K. B. Terrel's which was one of the first bungalows to be put up on the Hill, by his father-in-law, Mr. A. W. B. Hamilton, formerly of Penang and now of Singapore.

Mr. D. A. M. Brown has taken up the fourth site and a fine house is in the course of construction; it

not been taken up. Site 19 is being levelled and belongs to another Chinese gentleman.

A New Road

A new road is being opened up between Tunnel Road and Viaduct Road and this will be known as Lower Tunnel Road. The Hon. Mr. Kheah Cheang-lim has a site here which is being cleared and levelled and is evidently to be soon built upon.

On Moniot Road a site has been taken up by the Dato Muda Kinta, of Ipoh, and a nice bungalow built thereon, Mr. Loke Yi, brother of Mr. Alan Loke, has a site in close proximity to this one.

On the old Waterfall Road Mr. Khaw Joo-tok has put up a very attractive building. Mr. Kho Heng-pun has added to his old building, Mr. Lim Cheug-tik has put up a new bungalow in addition to his old one, Mount Edgecombe.

All these bungalows, in addition to those mentioned on the other roads, are getting their water supplies from the new Government reservoir near Tiger Hill.

The whole of the Hill residential area in fact is supplied from this source. The reservoir, and pumping station below, constitute what is undoubtedly one of the finest engineering feats on the Hill.

At the present time some 250,000 gallons of water are pumped daily and this supply is more than sufficient for existing needs but when the new bungalows are completed and occupied more water will obviously be required.

This can easily be obtained as at the present moment the water is pumped for only two hours each day. No fear need be entertained as to the sufficiency of water which should be ample for a long time to come.

The Crag Hotel

A visit to the Crag Hotel revealed wonderful improvements. The new dining room which has cost something like \$50,000 is practically finished. All the old bungalows, 1, 2, 3, 4 and 5 have been re-constructed and two additional barracks, each containing 4 single rooms, are almost completed.

Bungalows 6 and 7, manager's quarters, assistant manager's quarters and servants' quarters, it is understood, are to be put in next year.

On returning to Summit Road again the representative took a short walk to the entrance of Government House and saw the new clerk's quarters which have just been completed at a cost of some \$30,000. These new quarters, compared to the old apartments, are a wonderful improvement.

The approach road to Government House has been regraded. Summit Road for the first mile or so, is a fine cart road; beyond this it has not yet been metalled.

In General

In general it might be mentioned that all the Government bungalows are provided with the sewage borne system; this same system has also been fitted up at the tea kiosk and public latrines and owners of private houses have also been requested to put up this latest system.

At the Crag Hotel, all the reconstructed bungalows have been provided with septic tanks. A protective drain, to prevent dirty water flowing into the catchment area, has been constructed right round the Crag Hotel.

Another protective drain has just been finished below Gun Hill, this again being intended to prevent polluted water from going into the permanent catchment area. More drains are to be built this year below Government Bungalow and up to Fern Hill with the same idea in view.

A number of masonry anti-malarial drains have also been constructed on different parts of the Hill.

Road For Exercise

Apart from the roads mentioned, Tunnel Road, Viaduct Road, etc., short cuts have been provided at several intervals; for instance, from Summit Road to Tunnel Road, Tunnel Road to Lower Tunnel Road and Lower Tunnel Road to Viaduct Road for the convenience of visitors and others living up the Hill.

That remarkable progress has been achieved during the past few years cannot be disputed. That the hill is becoming increasingly popular is manifest on all sides. There were dozens of cars waiting at the foot of the hill to convey residents to their offices.

Whether for an hour or a day, for a week-end break, a change of air, or for permanent residence, the hill offers inducements such as no other place in Malaya does to-day.

Situated 2,500 ft. above sea level, with luxuriant valleys below, the blue sea and the mainland beyond, and at night George Town ablaze with a myriad lights, Penang Hill might indeed be a setting from the Arabian Nights.

Farce (near Peterborough) sub-post-office was destroyed by fire, but account books, stamps, and postal orders were saved.

THE HONGKONG

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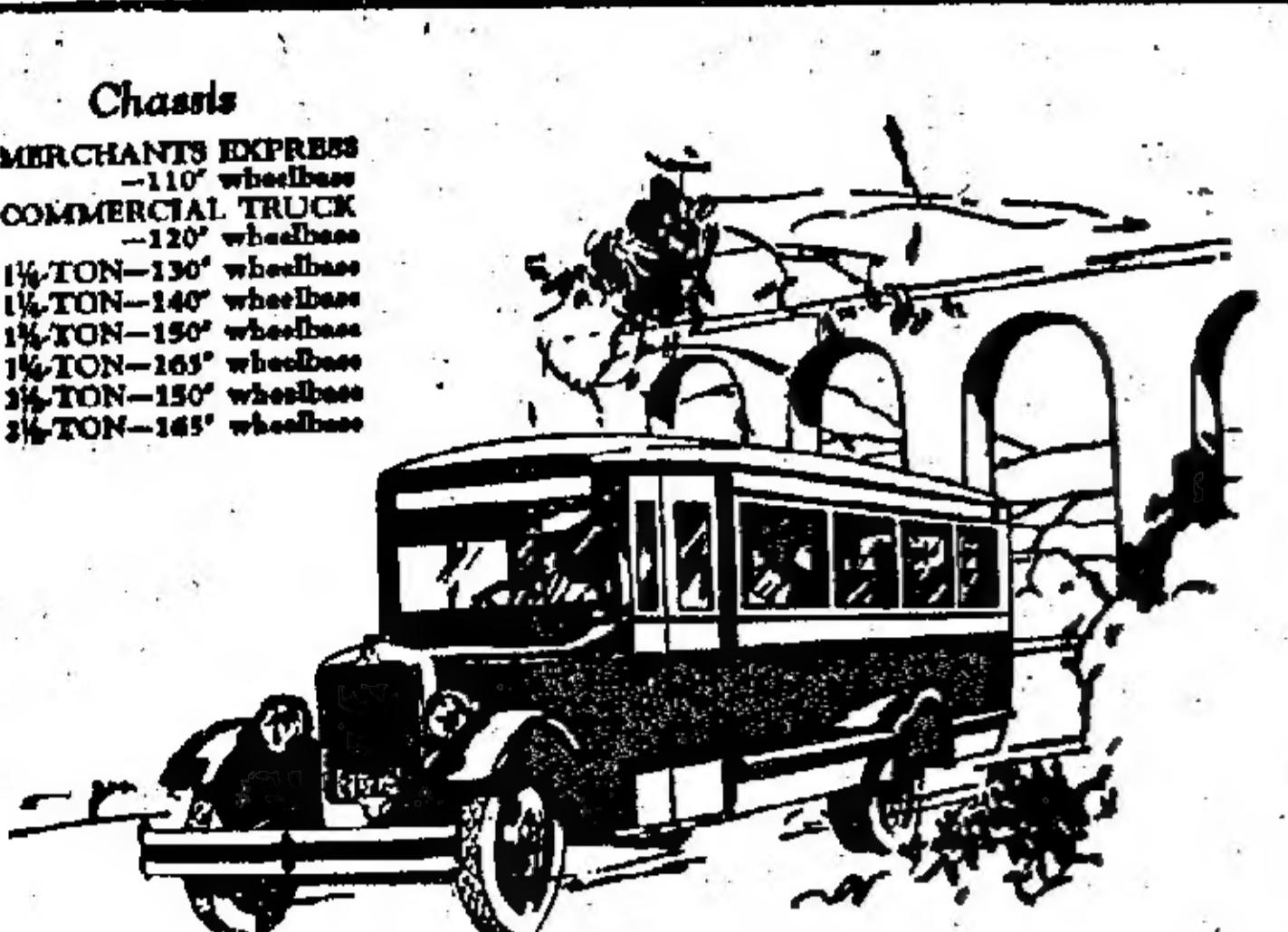
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THE MOTORISTS' PAGE



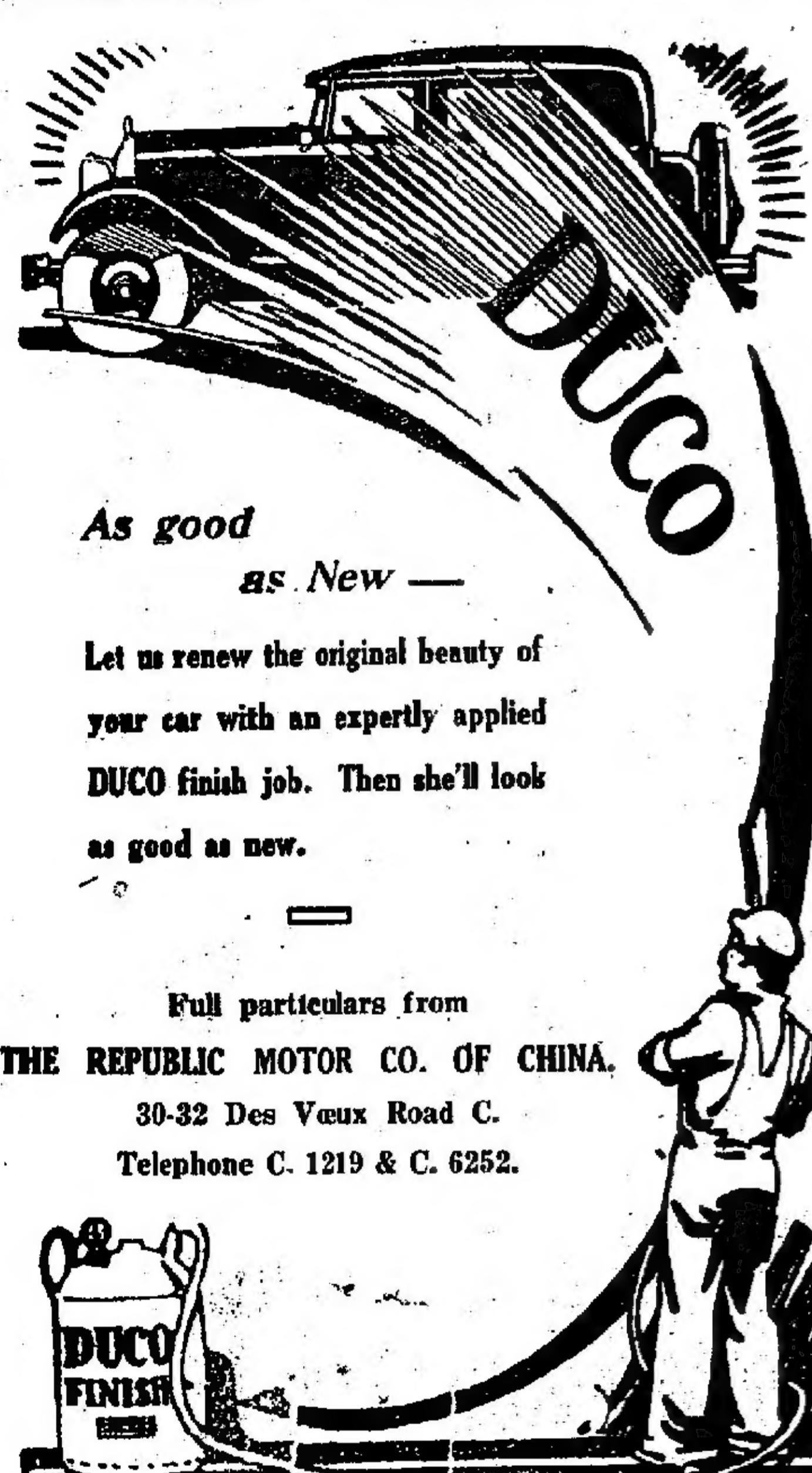
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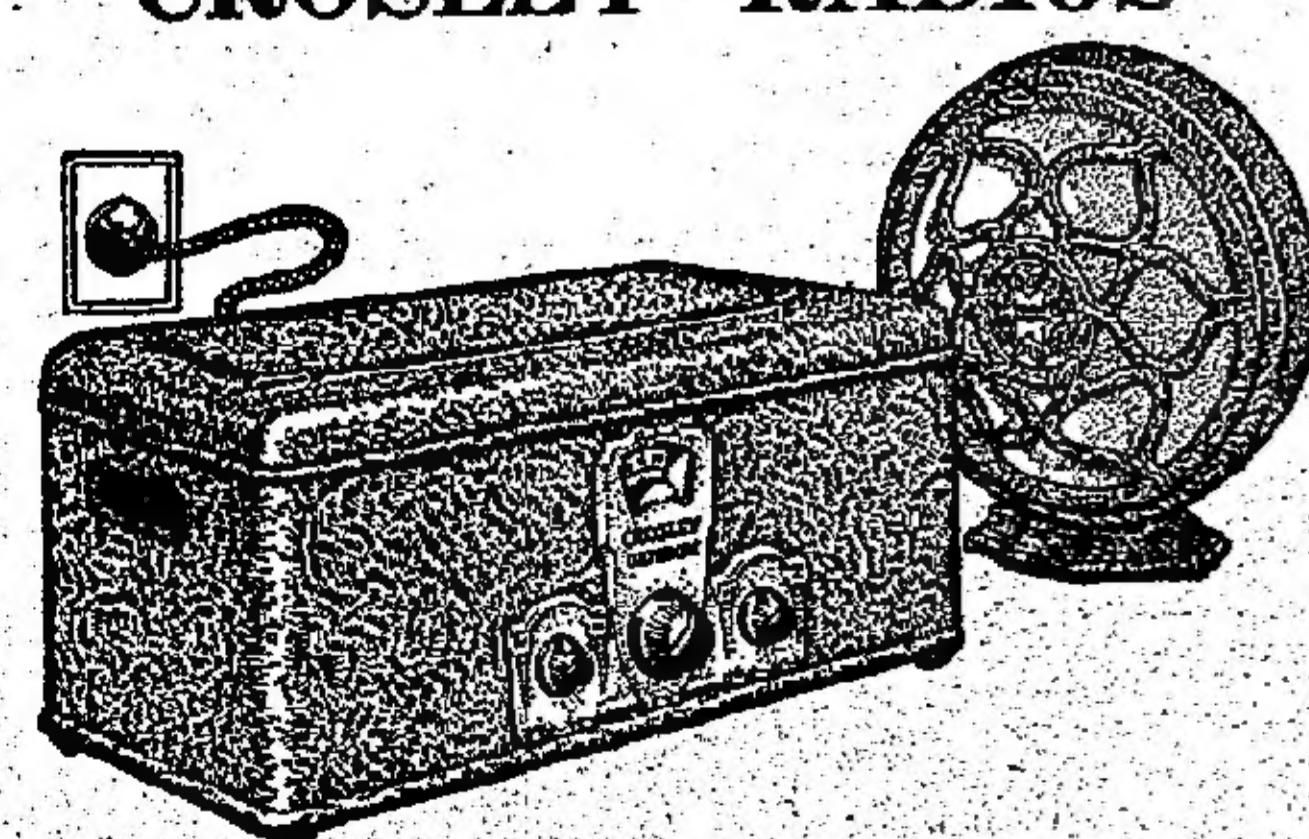
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WILLYS-OVERLAND

LINWOOD A. MILLER NAMED
PRESIDENT

Announcement of the election of Linwood A. Miller, to succeed John North Willys as President of the Willys-Overland Company, places the active leadership in the hands of an executive who has an admirable background through his 15 years' experience with the company. For the past four years Mr. Miller has been first vice-president and in this capacity has maintained close personal contact with Mr. Willys.

Although relinquishing the reins of active leadership in the company, Mr. Willys, who has been one of the dominant figures of the industry for years, remains as Chairman of the Board and thus enters into a new phase of activity in the company which he had continuously headed for more than 21 years.

At the meeting of the board at which Mr. Willys' resignation was accepted, Marshall Field and Charles F. Glore, both of Chicago, were elected as members of the Board of Directors succeeding C. B. Mertz and C. B. Wilson, resigned. Both of the new directors are internationally known in the world of finance and business and lend additional strength and prestige to the organization. C. O. Miniger, for many years a member of the Executive Committee, has been elected its Chairman.

The results of the board meeting confirmed plans that had been under discussion for several weeks.

In an interview at the close of the meeting, Mr. Willys said:

"With this meeting of the Willys-Overland directors, my activities with the company enter into a new phase.

"After 21 years as its first and only president, I have become Chairman of the Board, and in the future my contact will be advisory rather than executive.

"For 21 years I have borne the heavy burdens of this business. Now comes a time when I want a greater degree of freedom and I regard it as essential to my health that I relinquish some of my responsibilities. I feel warranted in doing this because we have the strongest executive organization in our history.

"Information already has been made public with respect to my sale of the bulk of Willys-Overland holdings. This stock was not sold to strangers, but went to men who have been with me in various capacities for years. Included in the purchasing syndicate were our directors and principal executives.

"These men know the policies of Willys-Overland. They can be trusted to manufacture a high grade product.

"Particularly are we fortunate in having for our new president Mr. L. A. Miller, who has been with us for 15 years and in his upward progress has had training in every phase of the business. He is a balanced, forceful, experienced executive, and his selection is popular with our entire organization.

"As Chairman of the Board I will remain in close contact with the business. I am not passing out. I am merely changing my activities. Naturally I could not wish to sever my connections with a business to which I have given the best years of my life.

"Our company shows a marvellous transition from the original handful of building to our present great plant with its capacity of 2,000 automobiles daily. Our plant and equipment can now be conservatively estimated as being worth \$42,000,000, and we have a total of 9,596 distributors, dealers and authorized service stations. Last year was the biggest in our history with a total sale of 413,000 cars and a volume of business in excess of \$187,000,000.

"Every indication points to continued prosperity for our retailers and ourselves. Our plants never were in such good condition and our product has been highly praised by the public. Our new Willys-Knight great six model and our new six cylinder truck will contribute impressively to our results in the last half of 1929.

"My interest in Willys-Overland will always be keen. I believe we have safeguarded its future with a strengthening of its Directorate. I shall continue to serve it in any way possible."

Linwood A. Miller has had admirable training for the high responsibility of the office. He is 44 years old, and was born in Salem, N. J. The Quaker ancestors of Mr. Miller were among the first settlers

LUBRICATION

THE NEW TRIUMPH MODELS

As an entirely new system of lubrication is employed in the new Triumph "C" models, a few words on this subject will not be out of place.

When starting up a new engine it should be seen that the oil delivery tap is open. As soon as the engine is started, the indicator plunger on the timing case should automatically raise itself to show that the oil is being delivered under pressure to the big end bearing, at the same time priming the scavenger pump. The should be allowed to run slowly for several minutes until sufficient oil has collected in the crankcase collecting chamber for the return pump to scavenge. The machine is ready for running on the road as soon as oil is being returned to the tank, as shown by oil flowing from the return pipe just inside the oil tank filler device. The filter cap should be removed for this purpose. The oil regulator on the timing cover is set in the most suitable position before the machine leaves the works and should not be altered unless absolutely necessary. A fairly safe test as to whether the engine is getting sufficient oil is to throttle down and allow the engine to run slowly for a few seconds, and then to open the throttle wide, when the exhaust should show a trail of thin blue smoke.

Occasional reference to the oiling of the engine should be made when the machine is in motion by feeling the indicator spindle to propelling the car.

The oil recommended for the model C. O. engine is Gargoyle Mobiloid D. in summer and T.T. in winter, and for the models C.N., and C.S.D., Gargoyle Mobiloid E. in summer and T.T. in winter. In each case Mobiloid C. for the gearbox. The winter recommendation should be followed when freezing temperatures may be expected.

Oil in the main supply tank should be replenished as required



Cornelius Vanderbilt, Jr., millionaire newspaperman, and his wife celebrated the first anniversary of their wedding at the Banff Springs Hotel recently. Mr. Vanderbilt is combining his attachment to newspaper writing and motoring by writing a series of articles on automobiling in Canada. He and his wife are motoring through western Canada and he is most enthusiastic about the roads, scenery and accommodation in the Canadian Rockies which he knows well through frequent visits.

in John Fenwick's colony in New Jersey.

From 1905 to 1910 Mr. Miller was secretary to the General Superintendent of the Pennsylvania railroad, a further experience in transportation.

Joining the Curtis Publishing Company, Mr. Miller spent five years with that organization as efficiency engineer. His work attracted the attention of Mr. Willys and he joined the Willys-Overland organization in 1915 as office manager.

In 1920 he was made assistant to the first vice-president. Later he became vice-president and secretary. In 1925 he was chosen first vice-president, member of the Board of Directors and member of the Executive Committee.

During all the 15 years of his connection with Willys-Overland, Mr. Miller has enjoyed the closest personal contact with Mr. Willys and has been entrusted with full responsibility. In the Willys-Overland organization he is recognized as an official of force, experience and foresight. His fairness and approachability have made him very popular, both at Toledo and in the field, and his choice is strongly welcomed throughout the organization.

A TEST RUN

CAR OF EXTRAORDINARY INTEREST

An indication of the success American cars are meeting in establishing new standards of performance and comfort in overseas markets is found in the report of a test run in a new Studebaker Commander Eight, written by a British motoring authority for "The Autocar" of London.

"The Commander," writes this authority, "is an extraordinarily interesting car. It is a really comfortable conveyance in which to travel without fatigue. It has what so many cars of this type do not possess—namely the power to make the journey swiftly, and the power to interest the enthusiastic driver as well as the average motorist."

Commenting on The Commander's power and smoothness in high gear, he writes, "probably it is as near a single speed car as it is possible to attain. In top gear all the ordinary hills of a day's run are most easily surmounted. It is not a question, too, of having to rush hills to display the car's top-gear performance. This Studebaker can be taken gently up a 1 in 10 gradient (ten per cent.) with its full load, and will then go on up, accelerating the whole way, in a manner that suggests a big express train on the level.

"The second great point of the car is that at cruising speed there is really no sign of the engine. Nothing mechanical seems to be propelling the car.

"The car exactly equalled the time taken by a fast sports car over a particular journey 60 miles long without coming within 20 miles per hour of the sport car's maximum speed. As to its own high speed, the upper end of the Commander's range is well outside anything the average driver wants.

"The brakes are good, the clutch very ideal, and the springs absorb road shocks admirably. Steering is so light as to be definitely worth having in traffic. Front seat adjustment works well. There is plenty of room, for the front cushion is 3 feet, 2 inches wide and the rear cushion 3 feet, 11 inches wide with arm rests at each side."

Studebaker reports that Commander sales have increased 64 per cent. over last year. This company now leads in the manufacture and sale of eight cylinder cars.

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MOTORCAR ENGINE LUBRICANTS

So that you may all the more appreciate the difference in quality between our NEW MOBILOL and the "JUST AS GOOD AS MOBILOL" brands offered by competitors at a lower price, we respectfully suggest to you that you try any competitive brand of motorcar engine oil—regardless of price—you may fancy.

You may think it queer of us to suggest to you that you give your money to competitors instead of giving it to us. There is nothing at all queer because we really desire that you should know that there is all the justification in the world for the price we ask for our NEW MOBILOL; and the only way is for you to draw a comparison by actual test.

Draw the crankcase of your engine while the engine is hot, and refill with your choice of competitive brands.

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to the weather or to the programmes. We all know already what happens in these cases! Inventions such as these are probably held back by Fate until the time arrives when letters and meals arrive in tubes from communal kitchens, when sleep is artificially administered with a splash of health and education, and when the hero of the hour is the first man who flew non-stop round the world.

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MOTOR LAW

BOTH-TO-BLAKE ACCIDENTS DISCUSSED

[By a Legal Correspondent of "Truth"]

The number of ways in which accidents can happen on a road may be regarded as without limit. For the purpose of liability for damage, however, lawyers have to sort them into classes. Some, no doubt, are possible which no human care or foresight could prevent; for example, an earthquake might shake a road and cause two cars carelessly driven to come into collision. In this case the loss is borne where it falls, though the rule might be hard on the owner of the smaller and more fragile vehicle. The case where the driver of one vehicle is wholly to blame presents no difficulty except that of deciding the fact, and the position is much the same in the case of the swerve of one vehicle into another to avoid killing a child or an animal which has suddenly run on to the road. More complicated and very common is the case—recently the subject of an important decision—it which both drivers (or driver and pedestrian, as the case may be) are at fault. In actions where this is alleged the defendant raises the legal plea of "contributory negligence," and lawyers can turn up scores of such cases in their books. The effect of the recent and former decisions is that a

NEW BUICK CAR

POPULAR THROUGHOUT WORLD

"If advices from General Motors are an indication, the motor buying public of the Colony is promised something exceptional in performance and value in the new Buick-Built motor car, Marquette," said the Manager of the The Dragon Motor Car Company, Ltd., in an interview with a representative of this newspaper yesterday.

"It would seem that everybody in U.S.A. and in foreign countries wants a Marquette. The demand was almost from the first day it was announced that Buick would build the car—and that it was sponsored by General Motors Corporation. But while I have not seen the new car yet, I believe that readers of your newspaper will be enthusiastic about Marquette after it arrives and they have an opportunity to see it with their own eyes and judge its value by its quality and its performance. I wish I could get some more details about the construction of this car, and as soon as I do I shall be glad to make them public through the columns of this newspaper."

AMAZING RESERVE

THE TOURIST TROPHY RACES

The effect of the Tourist Trophy Races is undoubtedly reflected in the amazing reserve of speed and reliability of the modern British motor cycle. The races subject a machine to a punishing test unequalled in any competition throughout the world. To emerge a winner is to hallmark a machine as a well-nigh perfect production, whilst even to finish and qualify for an award is a guarantee of the highest standard of excellence; for not only is the engine tested upon to produce, but every other part of the machine—frame, gearbox, clutch, brakes, magneto, chains, controls, tyres, bearings—everything down to the last nut and split pin is tested in a like degree. Specially prepared as these machines are, they provide information for their manufacturers, the results of which are woven into the standard machines produced for the greater motor cycling public.

In the Lightweight race, the little 250 c.c. machines showed a surprising turn of speed, the winner's average time of 63.87 m.p.h. on a

THE "T.T." RACE

PREMIER MOTOR CYCLING EVENT

The world's classic motor cycle road speed carnival for the "Tourist Trophy" was held early in June on the Isle of Man, off the coast of England. The results of the three races, which comprise the series, are always awaited with interest by those who follow the development of the motor cycle. The junior race, for machines of 350 c.c., consisted of seven laps of the circuit, each lap being 37½ miles, a total distance of 262½ miles. This event was won by F. G. Hicks, riding a Velocette, who broke all records for the course by covering the distance in 3 hours 47 minutes 23 seconds, averaging 69.71 m.p.h., and establishing a new lap record at an average speed of 70.95 m.p.h. W. L. Handley (A.J.S.), who finished second, was only 34 seconds behind the winner, and put in a wonderful spurt in an endeavour to overtake Hicks, streaking past the grandstand at 39 miles an hour. Alex Bennett, who won this event last year and established a lap record of 70.28 m.p.h., finished third. In last year's race Bennett's time was 3 hours 50 minutes 52 seconds, and his average speed 68.65 m.p.h.

The second T.T. race, a light-weight class (under 250 c.c.); resulted as follows:—L. A. Crabtree (Excelsior), 1; K. Tremlow (Dot), 2; and F. A. Longman (O.K. Supreme), who won this event last year. 3. Pietro Ghersi, of Italy, riding a Gussi, did the fastest lap (37½ miles) at an average speed of 66.2 m.p.h., bettering the lap record of 64.6 m.p.h. established by German last year. This is a wonderfully good performance for a light machine.

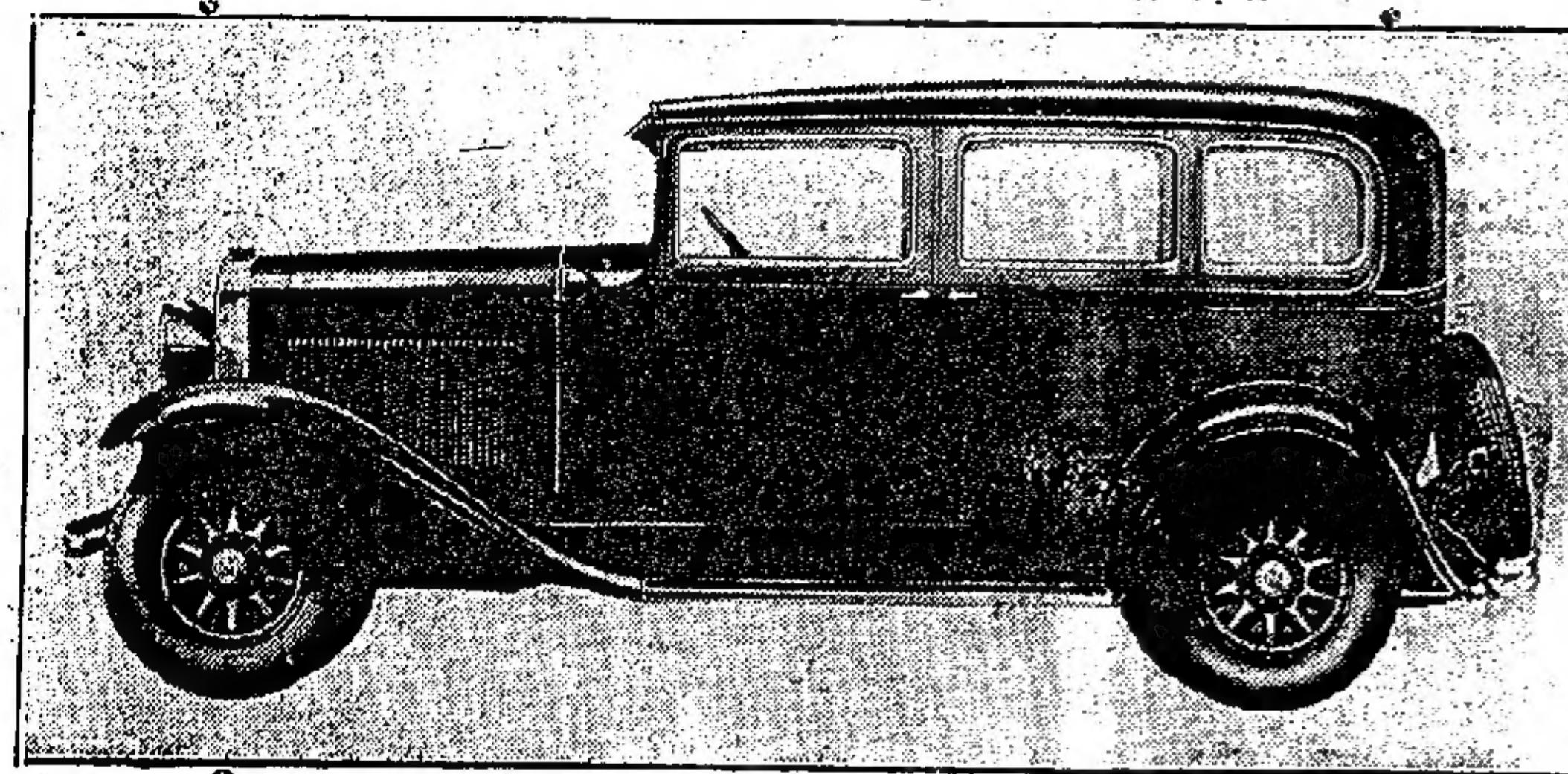
The Senior T.T., considered the premier event of motor cycling, is the final of the series. Forty-seven competitors started in this event, which resulted in a victory for C. J. P. Dodson (Sunbeam), who won the same race last year. His time was 3 hours 39 minutes 59 seconds, and he attained the record average speed of 72.05 miles an hour. Alex Bennett (Sunbeam) was second in 3 hours 44 minutes 47 seconds, with H. Tyrell Smith (Rudge) third, in 3 hours 45 minutes 37 seconds. Art Simcock, the Australian rider, was a member of the Sunbeam team that, for the second year in succession, carried off the senior team prize. Simcock is the first Australian to have completed the full course of this severe contest.

Only those who have been fortunate enough to witness these events can have any conception of

what remarkable races they are. The pluck and skill of the riders, their astounding cornering, and the wonderful organisation are unequalled in any other event of a similar nature held in the world. The speed at which the riders take the hairpin and other corners is almost unbelievable and the spectacle is witnessed of 40 to 60 riders, mostly in Indian file, but sometimes in twos and threes, descending a long incline at from 80 to 90 miles an hour, and taking a turn around a telegraph post with hardly any perceptible slackening of speed; each rider only missing the post by inches. The certainty with which each competitor approached and skinned past that telegraph post is, according to an eye-witness, an object lesson of cool and skillful riding. Much of the circuit is only a narrow road bordered on both sides by ugly looking walls built of stones. That so few serious accidents have occurred on this hilly and circuitous course is indeed a tribute to the men and the

machines they ride. One of the most astonishing things about this wonderful race is that, although the circuit is so tricky, the speed averages attained are increasing year by year, thus demonstrating that the knowledge and experience gained by the makers of the machines taking part in these races has a beneficial effect on the power, acceleration and braking of their later models.

Great interest is shown in England over the races, and many special trains and steamships are chartered to take care of the big crowd of spectators who make the trip to the Isle of Man from all parts of England, Scotland and Ireland to witness the blue riband events. A feature of the organisation associated with the promotion and running of the races is the elaborate system of posting the progress of every contestant in the large fields which start in each. A most elaborate scoring board has been erected opposite the grandstand at the starting and



Marquette de Luxe Model 30—2-door, 5-passenger Sedan.

REMARKABLE

THE CONQUEST OF THE NANKOU PASS

Like Alexander, an explorer complained recently that there were no more world to conquer. The Morris-Commercial Six Wheeler, however, does not appear to suffer from this handicap.

After its triumphal defeat of the Kalahari Desert, the "worst desert in Africa," this remarkably machine has now tackled the mountainous desolation of Northern China, and has once again demonstrated its ability to overcome "the seemingly impossible and vain."

The Nankou Pass forms the sole outlet from China into Mongolia. The Chinese believe that a road exists over the mountains at this point. If the rock-strewn bed of a mountain torrent over which no motor-vehicle had hitherto ever passed without being unladen and propelled by human power can be said to be a road, then the Chinese are correct in their belief. The tireless coolie, the broad-footed Bactrian camel and the sturdy mule-drawn native carts are the sole users of this "highway."

This doctrine, it may be added, gives judges a difficult task, and a few years ago several of them in Ireland were very sharply divided in opinion as to a case in which a woman stepped into the road in Cork, and was knocked down by a baker's cart. The woman was not looking where she was going, but the boy driving the cart had turned round to prevent some loaves falling out of it. Both were therefore at fault. In fact, three judges awarded damages to the plaintiff, but the two against her were the majority in the Court of Appeal, so she lost her case.

Admiralty Practice

The rule in Admiralty practice, that is, in collisions at sea, is different. Originally, if the navigators of both vessels were to blame, each ship bore half the total damage, but, since the Maritime Convention Act of 1911, the Court can apportion the damage in the degree that they assess the blame. Thus, if they find A was twice as much to blame as B, A pays two-thirds of the total damage and B one-third. This rule has in fact been applied to all collisions by the statute law in some countries, but not here. It is arbitrary, but it does not involve comparing the conduct of two persons in fractions of seconds, which may be the task of judges under our rule.

The insurance companies' "knock for knock" rule is even simpler, and no doubt results in very substantial saving of lawyers' bills. It is only practicable, however, when a company has to deal with so many collisions that results "even out."

WHY TWIN BEDS?

Why is that abominable idea, the twin bed, spreading, asks a reader of "The Motor" in the course of a sprightly letter in the correspondence columns? He continues: "Of course, if a man has drawn something like Mr. Bigg's 'Maggie' in the matrimonial lottery I can understand it, but providing one's wife neither bites, scratches nor kicks, why want to be away from her? So far I have only been married three times, and I hate these beds like poison."

In the experienced hands of Major E. C. Pinder, R.A.S.C., the car throughout behaved splendidly proving its complete adequacy under supremely severe demands. One of the passengers commenting afterwards on his experience, remarked on the amazing way the car made light of every obstacle, boulders and big stones, being hung aside like water at the prow of a ship.

Thefeat has caused the greatest interest all over China. General Shang Chen, Military Governor of the Province, being intensely at

tracted by what is undoubtedly an outstanding achievement, and a further brilliant testimony to what these vehicles can do.

THE TRUSTY "TRIUMPH"

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TRIUMPH SUPER SEVEN (Four Seater)

—the finest small car in the World.

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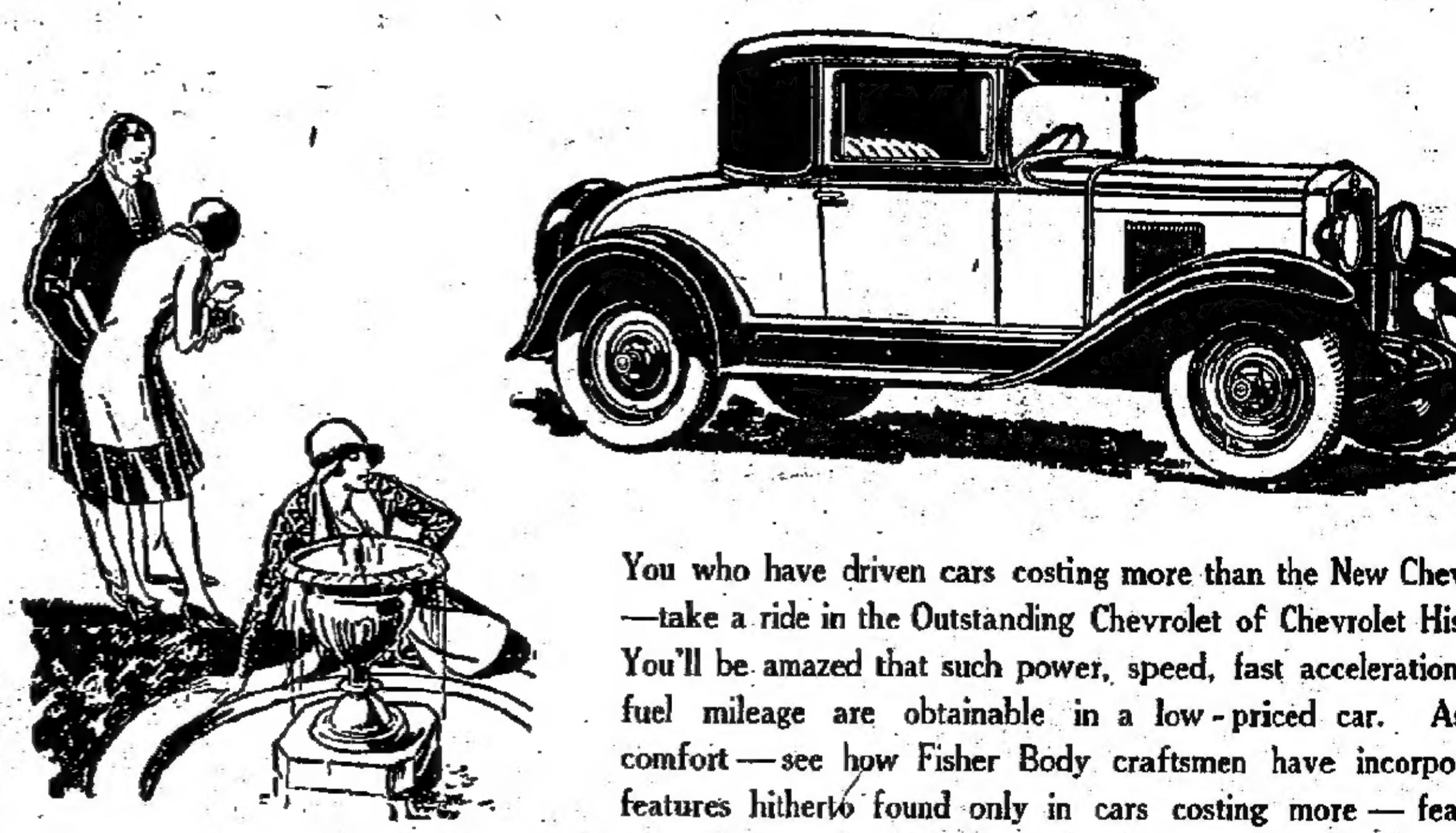
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You who have driven cars costing more than the New Chevrolet—take a ride in the Outstanding Chevrolet of Chevrolet History. You'll be amazed that such power, speed, fast acceleration and fuel mileage are obtainable in a low-priced car. As for comfort—see how Fisher Body craftsmen have incorporated features hitherto found only in cars costing more—features that provide comfort never before experienced in cars in the low-priced field.



A Six in the Price Range of the Four

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The new Chevrolet Coupe upholstered in taupe Corduroy.

The Outstanding Chevrolet of Chevrolet History.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd. C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.
OUTBOARD MOTORS.—Rudolf Wolff & Knw, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET MOTOR TRUCKS.—Gilman & Co., 4a Des Voeux Road C. Tel. C. 290.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gilman & Co., 4a Des Voeux Road C. Tel. C.230.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

DIAMOND JUBILEE

A FAMOUS CYCLE FIRM

Of the many events which pass unnoticed in the motoring world there is one which is not yet too late to recall—the Diamond Jubilee of the Humber concern. For it is now over 60 years since old Tom Humber, a Nottingham mechanic, made his first bicycle. Can any other company show a record of continuous manufacture for so long a period?

Tom Humber's first bicycle was far removed from the cycles of today. It was a bone-shaker in real earnest, and was known as a "Dandy-Horse." This machine, which took two months to build, had iron tyres or wooden wheels! It was, however, the fore-runner of the "ordinary" cycle, nick-named the "Penny-Farthing" on account of its huge front wheel and tiny rear wheel.

In discussing Humber's Diamond Jubilee, it is singularly apt that reference should be made to the first Diamond frame cycle—the cycle of to-day—invented and built by Tom Humber. This very machine, which the manufacturer himself rode until his death, is now in the Castle Museum, Nottingham, where it is shown as an object of exceptional interest and a permanent relic of early bicycle construction.

Thriving years followed the introduction of the "Safety" cycle, and in 1890 we find the catalogue of "Humber & Co., Ltd." (with a London depot), detailing a large range of models. Several of these were equipped with "anti-vibrators" to the front forks. Examination of the mechanical details of these devices shows that they were no less than spring forks—these disappeared, later, from the pedal cycle, but to be standardised throughout the world on motor cycles. The prices of the machines, incidentally, were in the neighbourhood of £20, allowing for the cost of living in the 'nineties, this is roughly equivalent to the present price of a Humber motor cycle.

If not actually the first British manufacturers to market a motor car, Humber were certainly amongst the earliest, and were the only firm with so long an experience of road vehicles. The first

NEW FORD WORKS

EDINBURGH FIRM SECURES CONTRACT

Redpath Brown & Company (Limited), steel constructional engineers and merchants, whose registered office is at 2 St. Andrew Square, Edinburgh, has secured the contract for the constructional steelwork in the new Ford motor works at Dagenham, Essex.

The steelwork is for buildings covering 25 acres, and in order to ensure quick delivery the material will be fabricated at the four works of the company in London, Manchester, Edinburgh, and Glasgow. The value of the contract is approximately £250,000.

The architects are Messrs. Charles Heathcote & Sons, of London and Manchester.

Messrs. Redpath Brown's name stands high in the engineering world, and they have executed contracts in many parts of the world.

The Ford order is one of the largest orders yet placed with the firm.

car, a 5 h.p. Humberette, was introduced in 1900, and in 1910, when the founder of the firm died, several then up-to-date models were made. In 1914 Humber were manufacturing a very popular, 10 h.p. car, but on the outbreak of hostilities the works were re-organised for the production of fuses, shells, aero engines, and, later, complete aeroplanes.

Since 1918 the history of the concern is known to most motorists, if only by the excellent cars, motor cycles and cycles giving service in all parts of the world. The 1929 range of cars, consisting as it does of 9 h.p. four-cylinder, and 16 and 20 h.p. six-cylinders, is in keeping with the company's reputation. A proof of the increasing popularity of these cars is found in the fact that a few weeks after Easter saw production which was a record in the history of the company.

Sixty years ago Tom Humber built bone-shakers in a Nottingham shed; to-day, the works of Humber, Ltd., in Coventry, cover upwards of 24 acres of ground. The Diamond Jubilee has come and gone, leaving behind it a record of which any manufacturer might well be proud.

"CHRYSLER'S"

SHIPMENTS INCREASE THIS YEAR

A special meeting of the directors of Chrysler Motors was held in Detroit on June 3 at which time one new officer and two new directors were elected.

Jules S. Baché, internationally known banker, was elected Vice President.

E. F. Hutton and Waddill Catchings, representing powerful New York financial groups, were elected to the board to fill the vacancies caused by the resignation of G. W. Mead and D. R. McLain.

Mr. Chrysler, commenting on the Corporation's operations, stated May shipments showed an increase of 3% per cent over shipments for the same month last year, and that shipments for the first five months of 1929 showed an increase of 13 per cent over the corresponding period of a year ago.

Mr. Chrysler stated that each month's operation saw increased operating efficiency in the plants, incidental to the development of better inter-plant relationships, and the more efficient use of the production facilities of the combined Dodge and Chrysler plants.

The economies made possible by the varied and expanded production facilities of all Chrysler Motors units are only beginning to be felt in the Corporation's operations. The increased production flexibility of these great plants under one manufacturing management produces operation economies which are already evident in car values and qualities. Further rapid progress along the line of manufacturing economy and flexibility may be anticipated.

SOME "DON'TS"

FOR MOTOR CYCLE RIDERS

Don't "blind" at all during the first few hundred miles with a new machine, give the engine a fair deal—and then reap the benefit.

Don't omit to give the engine a generous supply of oil during the running-in period.

Don't try to change gear without using the clutch.

Don't forget to "rev." the engines slightly, with the clutch well out, when changing down, and—

Don't forget momentarily to close the throttle and flick the clutch out when changing up.

Don't forget that such things as over head valve rockers, gear boxes, chains, and hubs require lubrication. Follow the makers' instructions.

Don't, when ordering spare parts, fail to give details as to the machine for which they are required. Always quote frame and engine numbers.

Don't neglect your electric lighting set. Don't overcharge, and, on the other hand never let the accumulator run right down. Again, follow the makers' instructions.

Don't pull things to pieces just to "see how they work"; or, if you must, make a note of the order in which you dismantled the various parts.

Don't let everything get out of adjustment, because trouble makes trouble; for instance, a badly adjusted clutch might easily result in damage to the gear dogs.

Don't cut corners, and don't corner so fast that you would be unable to pull up on meeting any obstruction which may be round the bend.

Don't try to cross wet tramlines at too fine an angle, especially if your machine has small tyres.

Don't brake or accelerate violently on greasy roads. Apply the front brake slightly before the rear brake.

Don't be afraid to use your gear box. Conversely, don't indulge in an unnecessary amount of low gear work, which makes for noise.

Don't forget that even comparatively slight noise can have very grave effects where serious illness is concerned; therefore, drive with every consideration when near hospitals.

Don't alter your direction in any way without first giving a hand signal.

Don't expect the point-duty policeman to be a thought-reader. Signal your intended direction.

Don't allow your sidecar passenger to do any hand signalling unless he or she knows (a) how to signal and (b) where you intend to go.

Don't "cut in" between vehicles approaching each other. Even if you feel perfectly sure of your own ability, you may give the other drivers a nasty scare, and even cause a crash.

Don't let down your fellow-riders. Do everything you can to remove public prejudice against motor cycles.

Since 1918 the history of the concern is known to most motorists, if only by the excellent cars, motor cycles and cycles giving service in all parts of the world. The 1929 range of cars, consisting as it does of 9 h.p. four-cylinder, and 16 and 20 h.p. six-cylinders, is in keeping with the company's reputation.

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Sixty years ago Tom Humber

FINE DEVICE

ACCURATE BRAKE ADJUSTMENT

It is probable that no device yet known contributes towards the safety of motoring as much as one which has just been installed at the Hillman works. This consists of a brake testing plant which is now in operation at the end of the finishing line.

Every motorist appreciates the danger of ill-adjusted brakes. This may not be apparent in dry weather, but the moment the roads become wet sudden braking will cause the car to swerve sideways, skid and possibly crash into the very person or object which the driver was attempting to avoid.

Accurate adjustment of brakes is not easy to accomplish by hand. In fact, it is told of this new brake test that when a car the brakes of which had been carelessly adjusted by hand was placed on it, it recorded a difference of 100 lbs. pressure on the two rear wheels! This, of course, would be more than enough to cause a skid with certain road conditions.

All such possibilities are prevented by the new test at the Hillman work, which is, incidentally, the first of its kind to be employed by British motor car manufacturer. At the end of the finishing line, the car is placed on the braking plant, with each wheel in contact with a pair of rollers. These rollers are revolved under electric power and the car wheels, of course, turn with them.

Each of the four devices has a dial, which records brake pressure in pounds. First there is a test for "drag"; then the hand-brake is applied and the brakes are adjusted so that there is exactly 400 lbs. pressure on each of the rear wheels. The foot brake pedal is operated by a graduated rod and, in the same way, adjustments are made so that each front brake records 400 lbs. and each rear brake 300.

The whole test occupies some 17 minutes, and at its conclusion the brakes have been thoroughly bedded down and adjusted to scientific requirements. The superiority of this, to the hit-or-miss methods of hand adjustment is obvious.

The Hillman Company is to be congratulated on being the first British concern to install this somewhat expensive apparatus, and to pass on its benefit to Hillman owners in the form of ever increasing safety.

Don't forget to "rev." the engines slightly, with the clutch well out, when changing down, and—

Don't forget momentarily to close the throttle and flick the clutch out when changing up.

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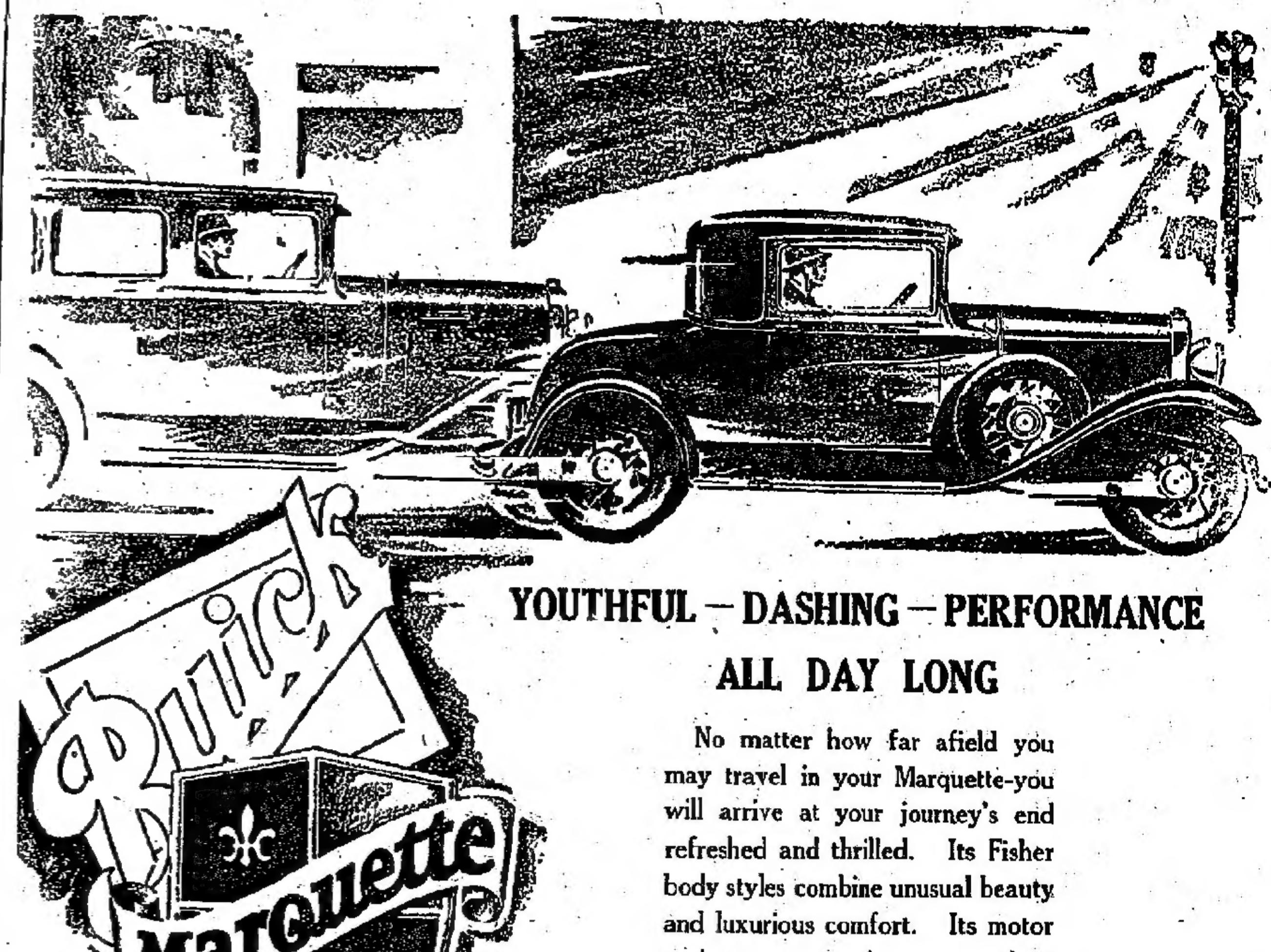
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Sixty years ago Tom Humber



YOUTHFUL—DASHING—PERFORMANCE

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No matter how far afield you

may travel in your Marquette—you will arrive at your journey's end refreshed and thrilled. Its Fisher body styles combine unusual beauty and luxurious comfort. Its motor revives your previous conceptions of what a medium priced car can do on surprisingly low consumption of fuel and oil.

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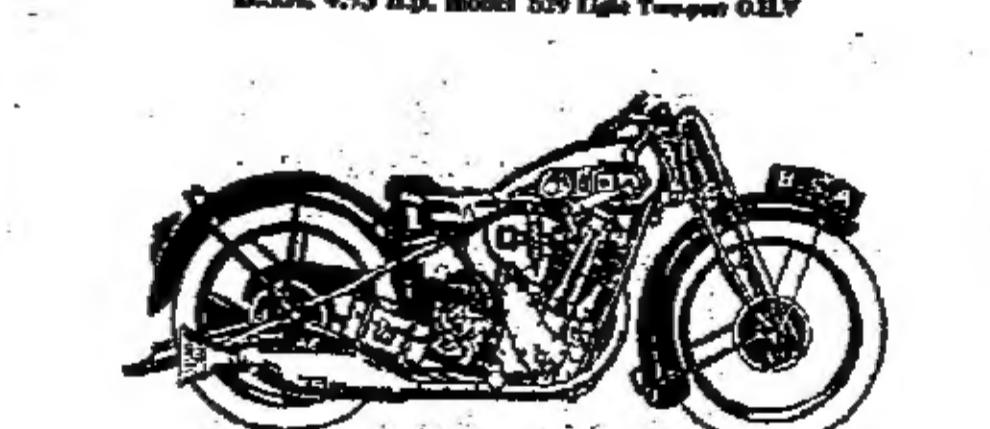
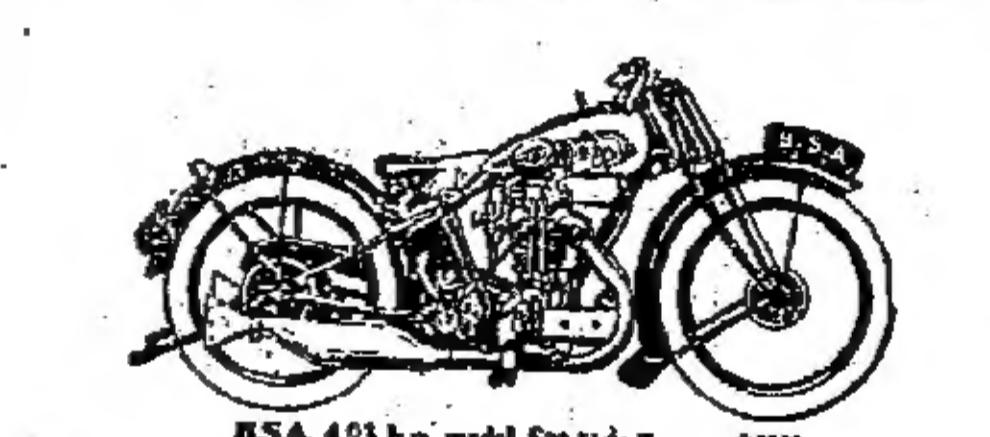
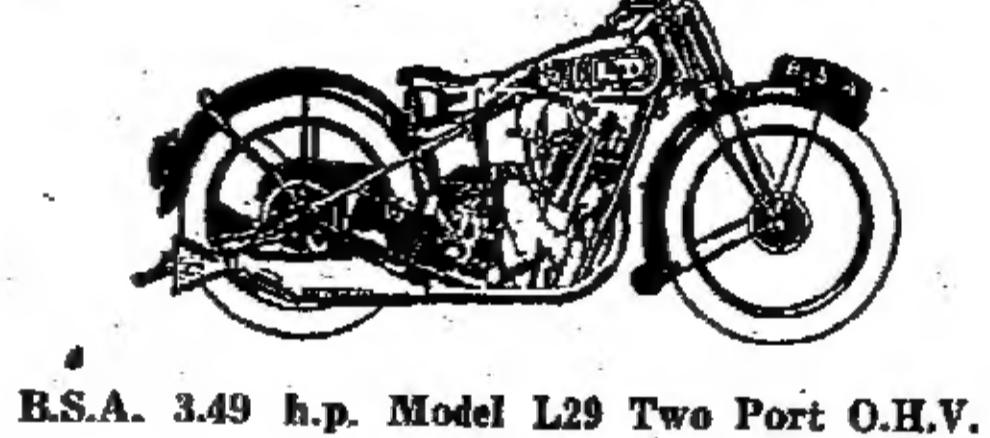
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FOR SUMMER
AND
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Motor Cars.

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30-32, Des Voeux Road C.
Tel. C. 1219 and C. 6252.



LONDON SERVICE.

"ANTENOR" 4th Sept. Milles, London, R'dam, & Glasgow
"PHILOCTETES" 17th Sept. Milles, London, R'dam, & Hamburg
"HECTOR" 2nd Oct. Milles, London R'dam, & Glasgow
Calls at Casablanca

LIVERPOOL SERVICE.

"PROTEUS" 14th Sept. Milles, Havre, Liverpool & Glasgow
"MEMNON" 18th Sept. Milles, Liverpool & Glasgow
"OANPA" 20th Sept. Milles, Havre, Liverpool, & Glasgow

NEW YORK SERVICE.

(with transhipment at Singapore)
Leaves Hongkong Leaves Singapore Arrives New York
"ANTENOR" 4th Sept. "PHILOCTETES" 18th Sept. 24th Oct.
"HECTOR" 2nd Oct. "PYRRHUS" 14th Oct. 21st Nov.
"AEneas" 29th Oct. "DA-DANUS" 11th Nov. 19th Dec.
Hongkong to New York 81 days.

PACIFIC SERVICE.

via KORE & YOKOHAMA
"TEUER" 12th Sept. Victoria, Vancouver & Seattle
"TALPHYRIUS" 5th Oct. Victoria, Vancouver & Seattle
INWARD SERVICE.
"MENTOR" 3rd Sept. For Shai, Kobe & Yokohama
"OANPA" 14th Sept. For Shanghai, Kobe & Yokohama
PASSENGER SERVICE.
"ANTENOR" 4th Sept. Singapore, Marseilles & London
"HECTOR" 2nd Oct. Singapore, Marseilles & London
* Hails at daylight
Also cargo steamer with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong (V.P.S.) to-day:-Anking, Tokushima Maru, Tjikem-bang, Hopsang, Haldis, Nanking Maru, Deetank, and Kanchow.

INWARD MAIIS.

From	To	Date
THURSDAY, AUGUST 29.		
Shanghai and Amoy	Kancho	
FRIDAY, AUGUST 30.		
U.S.A. (Seattle, 10th Aug.), Canada, Japan	President Jackson	
Japan and Shanghai	Kashmir	
SUNDAY, SEPTEMBER 1.		
Manila	Empress of Asia	
Calcutta and Straits	Hosang	
MONDAY, SEPTEMBER 2.		
Manila	President Pierce	
Straits	Kamo Maru	
TUESDAY, SEPTEMBER 3.		
Rabaul	Bremenhaven	
SATURDAY, SEPTEMBER 7.		
U.S.A. (San Francisco, 9th August), Honolulu, Japan and Shanghai	President Garfield	

OUTWARD MAIIS.

For	To	Date
THURSDAY, AUGUST 29.		
Sam Shui and Wuchow	Kochow	4 p.m.
Hoihow, Pakhoi & Haiphong	Chungking	5 p.m.
FRIDAY, AUGUST 30.		
Manila, Sandakan, Australia and New Zealand via Thursday Island		
Tanda (Due Thursday Island, 14th Sept.)		
Parcels	Aug. 30, noon	
Registration	1.45 p.m.	
Letters	2.30 p.m.	
Karmala	12.30 p.m.	
Hai Ning	2 p.m.	

Shanghai and Japan		
Swatow, Amoy & Foochow		
*Straits, Mombasa, Lourenco Marques, South Africa and South American ports on the East Coast		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, Europe via Marseilles		

K.P.O.		
Parcels	Aug. 30, 4.30 p.m.	
Registration	Aug. 31, 9 a.m.	
Letters	10 a.m.	
SATURDAY, AUGUST 31.		
Hoihow, Pakhoi and Haiphong	Chekhang	9.30 a.m.
Haiphong	Canton	1.30 p.m.
Manila	President Jackson	4.30 p.m.
Amoy	Kingyuan	5 p.m.
SUNDAY, SEPTEMBER 1.		
Shanghai	Kancho	9 a.m.
Bangkok via Swatow	Kaying	9 a.m.
Swatow, Amoy and Formosa	Canton Maru	9 a.m.
Strata and Calcutta	Sui Sang	
	Parcels	Sept. 2, noon
	Letters	1 p.m.

*Superscribed correspondence only.

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 8a, Wyndham Street, Hong Kong.

The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, AUGUST 29, 1929.

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS

ILLUSTRATED.

25 cts.

25 cts.

STRESS OF WEATHER

STEAM LAUNCH COXSWAINS APPEAR IN COURT

CONVICTED AND CAUTIONED

The coxswains of the motor launches "Tak Lee," Hoi Cheung" and "San Wing Kee" were charged this morning at the Marine Court, before Commdr. T. W. H. Hosegood, R.N., with allowing their vessels which are licensed as Class 1 launches to be in the harbour of Aberdeen which is outside the limits of the Victoria Harbour.

The first accused pleaded that his launch was damaged by the typhoon, and as the wind was blowing to the direction of Aberdeen, his launch was carried there. Immediately on arrival, he reported the matter at the Aberdeen Police Station.

Met With Typhoon
Second accused said that he went out to deliver provision to the s.s. "Tilawa" on the day in question, which happened to be the day when Hong Kong was visited by the typhoon. On his way back, he came across the third accused. The latter's craft was in difficulty; her engines having broken down, and he took her in tow. The typhoon came on and they were compelled to seek shelter in Aberdeen harbour. They had also reported the matter at the Police Station.

His Worship said that he was satisfied that it was due to the stress of weather that they were found in Aberdeen. He would enter a conviction and let them off with a caution this time. They had no business to take their vessels out after the typhoon signals were hoisted.

A similar charge was also preferred against the coxswain of the "Hee Lee," who said that he took his launch out to Aberdeen in order to offer joss to the departed spirits. He was fined \$20.

AFTER HOURS

POLICE AND GIRL FRIENDS IN EATING HOUSE

COMRADE'S ALLEGATION

Mr. A. E. Hall appeared this morning, at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, to defend a Chinese who was charged with having kept his eating house (Kai Fung) open after midnight.

Police Constable C.441 told the Court that he was on duty in the vicinity of the Boning and is relatively low over China and in a trough extending from Indo-China to the Ladrones.

The depression remains to the north of Hokkaido and a typhoon may be developing to the east of S. Luzon.

Forecast:-East or variable winds, moderate; fair.

FAIR

This morning's weather report from the Royal Observatory:

Pressure is highest in the vicinity of the Boning and is relatively low over China and in a trough extending from Indo-China to the Ladrones.

The depression remains to the north of Hokkaido and a typhoon may be developing to the east of S. Luzon.

Forecast:-East or variable winds, moderate; fair.

Chen-shan, in the Pun-yue district, the complainant hunted for them there but could find no trace of them.

He then let out that he had lost his family, and subsequently his brother who worked in a teahouse on July 4, accused to go between to arrange the sale of the complainant's son. On the 5th he was taken to another go-between in Ladder-street where the sale was made and the boy handed over. On the 6th the sale money, \$245, was handed over to accused and the usual presentation document drawn up.

Subsequently the boy was recovered at No. 44 Bonham-strand East. The woman who had bought the boy had done so in good faith.

The Magistrate here remarked that he doubted if the accused could be charged with kidnapping the woman also because he had lived with her in the village.

Inspector Shannon said that the woman denied that she had cohabited with accused in the village, but admitted doing so at Canton, Honam and Hong Kong. She was lured away from the village by the accused's story of going to her husband at Kongmoon.

Asking For Trouble

The Inspector added that in leaving his family in a strange village, (the wife was native of Canton), the husband was asking for trouble, but the Magistrate said that it was not unusual.

The complainant, in the witness box, said that the woman was his kit fat wife and they had been married for 16 years. Accused was his uncle. Witness corroborated the Inspector's opening statement.

Relying to the Magistrate, Inspector Shannon said that the complainant did not want to charge his wife because he was anxious to take her to Canton with him to try to find the elder daughter.

Accused alleged that the woman was complainant's concubine and the kit fat was in the country, but complainant denied this.

Woman "Stupified"
The complainant's wife was then called to give evidence. When asked if she had lived with accused as his wife in Honam, she said that she did not know because she was stupified, having been drugged by accused.

His Worship remarked that he had heard that story before.

There was some laughter among the audience, and his Worship sternly warned them that if there was any more laughter they would be turned out.

Questioned about her elder daughter, the woman said she did not know and replied that she was stupified. In Hong Kong she knew that accused wanted to sell her son, and when she cried he scolded her. Eventually he sold the boy without her consent.

She admitted that she did cohabit with accused in Hong Kong, but she had no choice in the matter, being a stranger.

At the conclusion of the evidence, accused was asked what he had to say and replied: "I will leave the matter entirely in your Worship's hands."

Convictions Registered

Mr. Faizlton, in registering convictions on all counts said that he was inclined to believe that the woman was as much to blame as he, but that did not excuse accused. Accused had taken his family from complainant, sold his

CHILDREN KIDNAPPED AND SOLD

BOYS AS CARRIERS

FRESH LIGHT ON THE OPIUM TRAFFIC

AGE IN DOUBT

A Chinese youth who gave his age as 16 years, this morning pleaded "guilty" before Mr. E. W. Hamilton, at the Central Magistracy, to a charge of unlawful possession of 100 taels of prepared non-Government opium.

His Worship deferred sentence, remarking that the accused claimed to be 16 but looked older, although he could not be more than 18. He had probably said he was 16 in order to get beaten. If he decided to send him to jail, it would be for 12 months.

Mr. Hamilton added: "The trouble is that these people are beginning to use small boys as carriers."

Accused was remanded until Saturday morning.

Dragon Boat races. She believed him and agreed to go.

Elder Girl Sold

Accused took the family first to Canton and then to Honam where they stayed until July 8. Whilst at Canton the accused sold the complainant's elder daughter. On July 4, he brought the woman and the other two children, another girl and a boy, to Hong Kong, where they lived at No. 10, Kwong Hon-terrace up to the time of their divorce and accused's subsequent arrest.

The complainant's wife would also tell the Court that, being a country woman and not knowing her way about in Hong Kong she had no place to live with accused as his wife. She did complain to the principal tenant of the house, however, but the latter did not want to listen, saying that it had nothing to do with her. This woman could not be found now, having absconded, owing rent.

Sale of the Boy

Immediately after arrival here on July 4, accused went to a go-between to arrange the sale of the complainant's son. On the 5th he was taken to another go-between in Ladder-street where the sale was made and the boy handed over. On the 6th the sale money, \$245, was handed over to accused and the usual presentation document drawn up.

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DIRECTED BY THE MAN WHO MADE "BEN HUR"



DREAM OF LOVE</b